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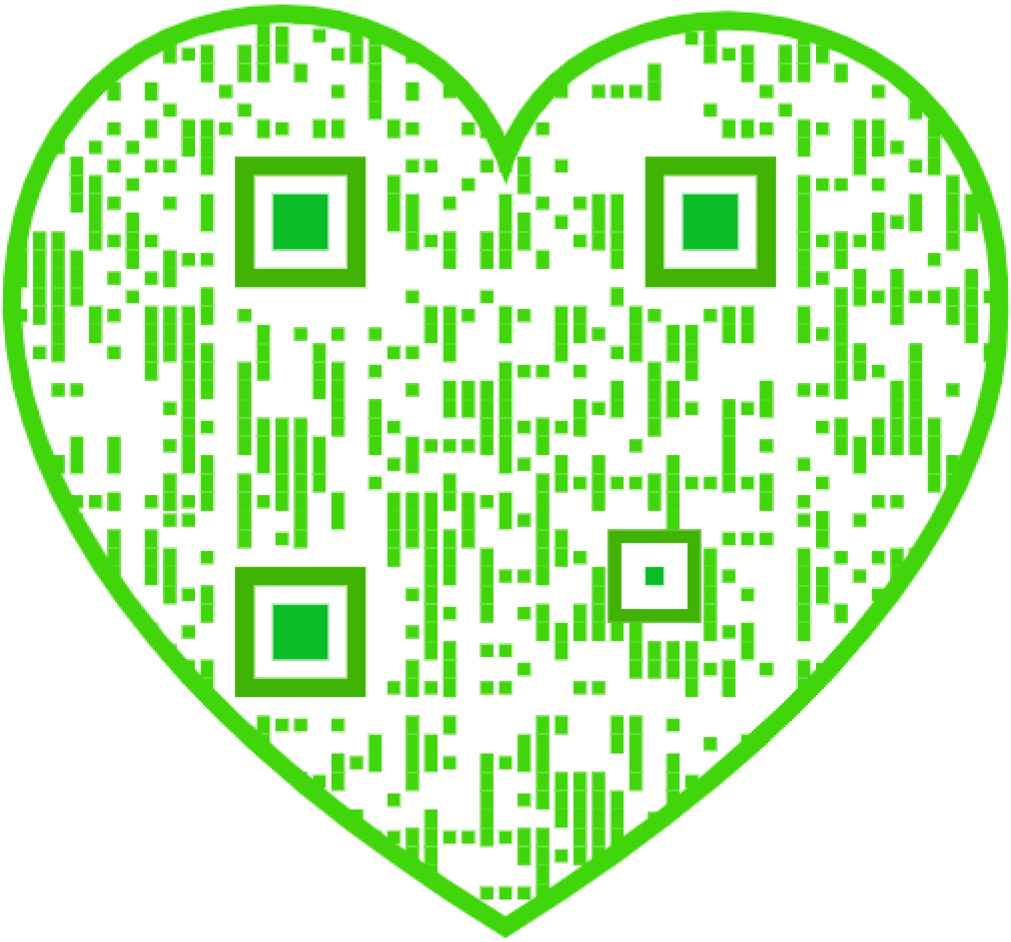

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CANADIAN HOT RODS

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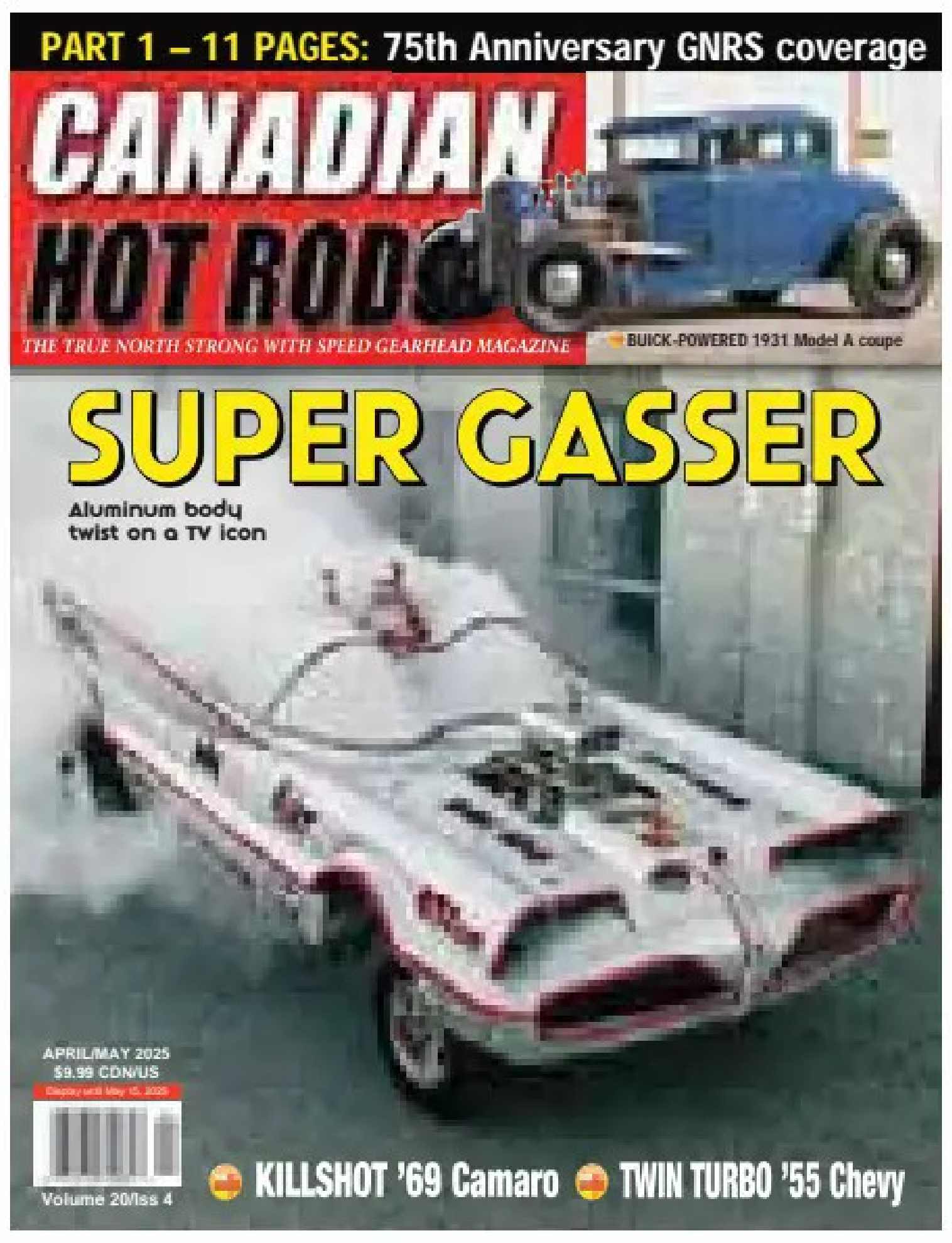
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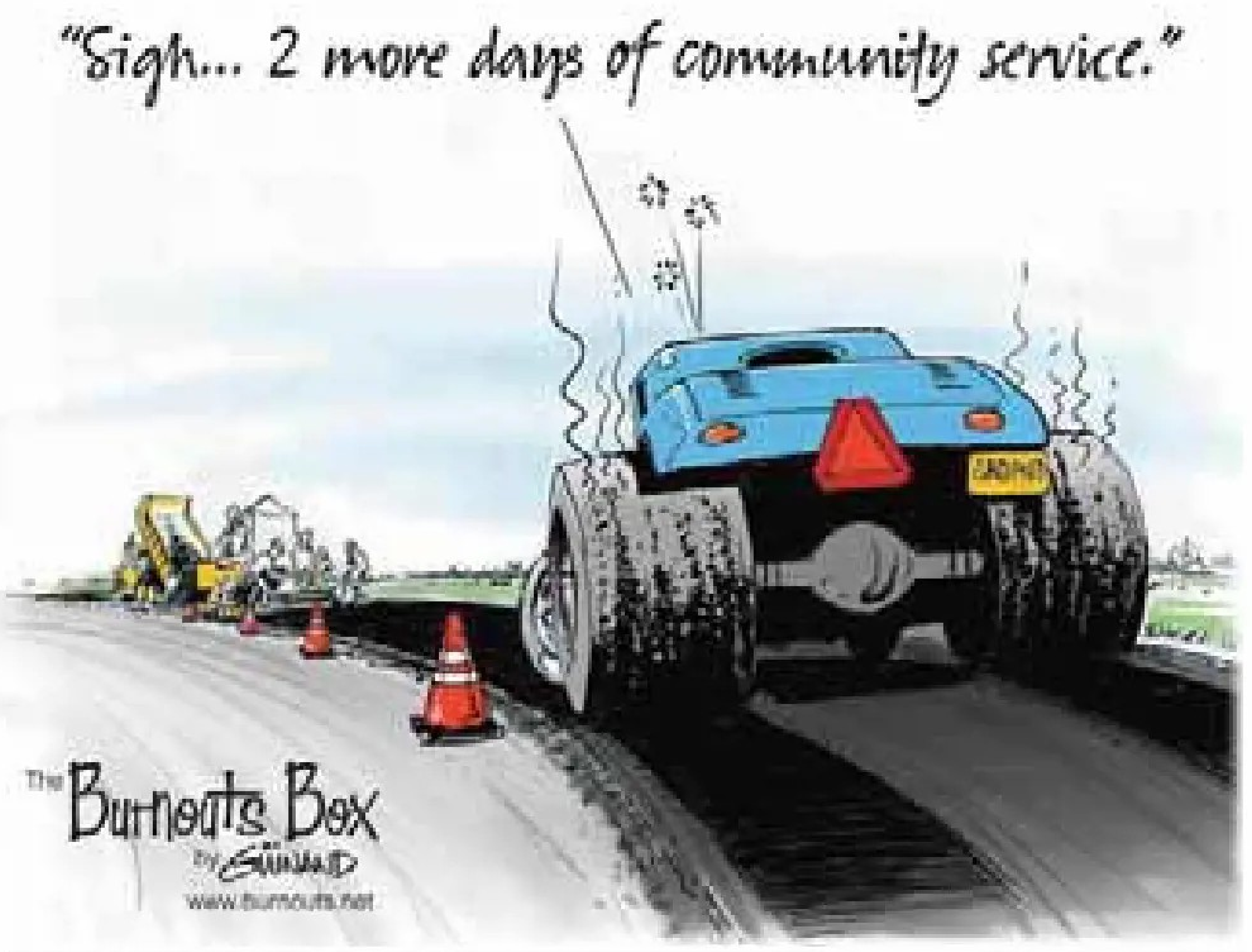
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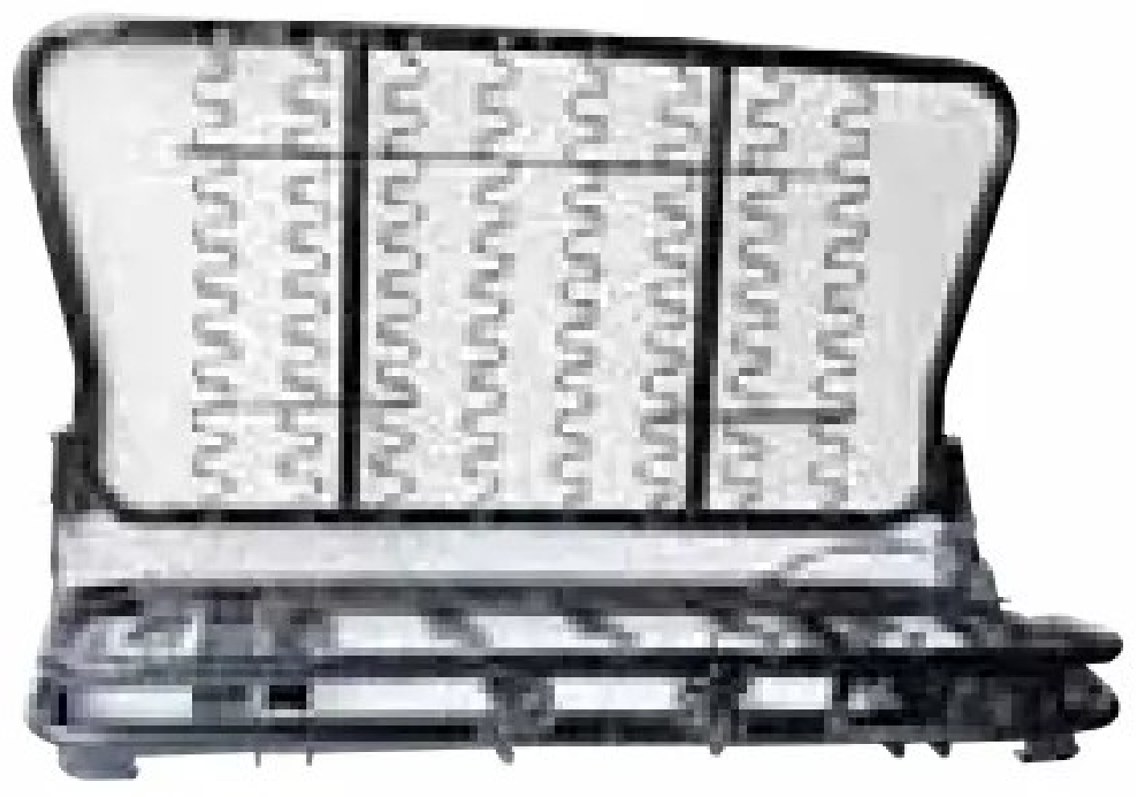

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BLOWIN' SMOKE *with Terry Denomme*

info@canadianhotrods.com

Ever have one of those moments when you want to roll your current project vehicle outside the shop and set it on fire?

If you're a hot rodder of course you have. Maybe arson isn't you're go-to frustration solution. Maybe instead it's driving a bulldozer over said project or scrapping it for parts or driving it into a lake.

All of them work and essentially solve your problem of having to solve the problem that caused you to become destructively insane in the first place.

Full disclosure, I've never actually committed vehicular homicide so for now my '69 Dodge A108 is safe but not so sure about my sanity after a a series of missteps and miscommunications.

This rage story begins with getting the original LoadFlite 727 (a TorqueFlite for vans and pickups) rebuilt. It was leaking from the input shaft and every orifice and the shift from second to third was super slushy. It was time for a check-up. It took a few weeks for Tony at Alberni Transmission to get to it but shortly after he called and asked me to bring in the torque converter. It was, I thought, a B&M Holeshot unit I installed in 2024 after swapping out the van's tired 318 for a 360 I'd rebuilt over that past winter. Tony said damage to the transmission's front oil pump bushing might indicate issues with the torque converter.

After dropping it off the converter was sent to TCS in Langley, BC to be taken apart where it was deemed to have sustained damage. **Argh #1.** Things got worse when they established it had about 1,500 rpm stall, not the 2,200-2,600 rpm range of a Holeshot unit. Basically it was stock. **Argh #2.** I was puzzled because the unit was purchased from a local jobber and came in a B&M box. I hadn't checked any numbers when I took it out of the box and just installed it...but only after taking a bit off the centreing edge on the converter's crank snub. (It wouldn't seat in the back of the crank at first). The tech said it was possible I'd taken too much off that centreing ridge which could have caused the bushing damage. He also suggested the bushing could have already been damaged when the new converter was installed which would have damaged the hub. Either way, **Argh#3.**

The result was a new TCS torque converter built to match the cam/engine specs and rear end ratio of the van. While miffed I was eager to get the transmission repaired and back in the van. Recently I'd also installed a Sure Grip unit and 3.73 gears in the 8.75" rear end and couldn't wait to feel the van's new zip.

One night a few days after bringing the fresh transmission home I slipped in the torque converter, three clicks to fully seat, and a buddy and I proceeded to bolt it up to the engine. When the transmission was fully seated against the back of the engine and bolts tightened the torque converter wouldn't spin despite plenty of space between the mounting pads and the B&M flexplate. **Argh #4.**

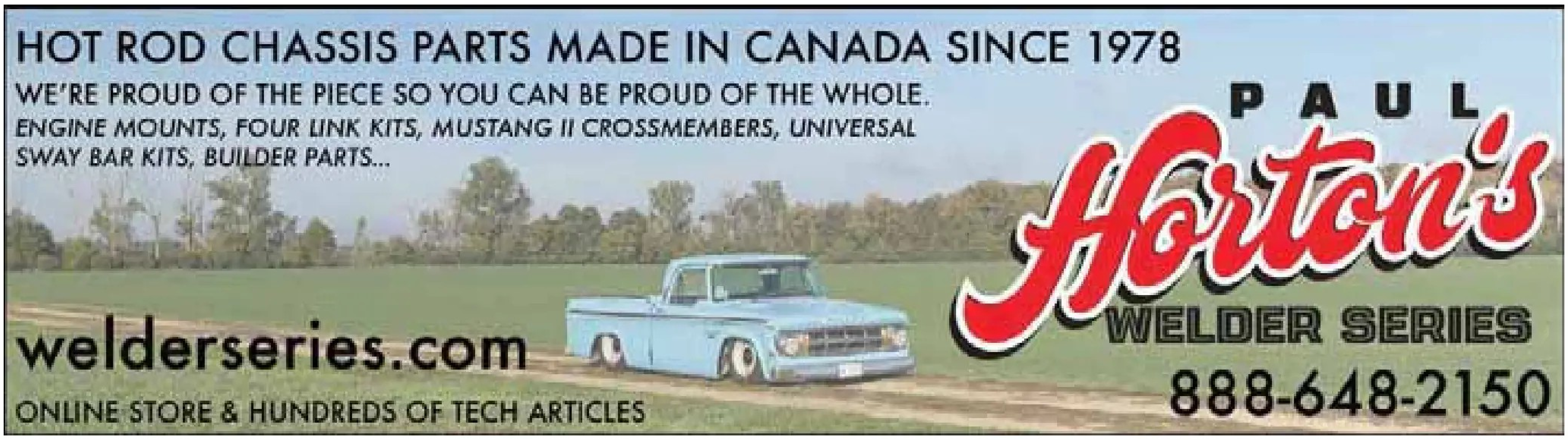
Out came the transmission, then the torque converter for a test fit into the back of the 360 crank. No bueno. The centre ridge, once again, kept it from fully seating in the crank. With the bushing issue in mind, I was reluctant to touch that centreing ridge.

The next day I was back to the shop to get some advice. TCS was called and their tech said it was an uncommon, but not unheard of, issue. It was recommended that no more than .020" be taken from the ridge. I could take the measurements and send the torque converter back to the company to be milled or I could do it myself. I chose the latter. Using a fine sanding disc on a drill I first cleaned up the back of the crank and then made a few passes on the TQ snub ridge. It test fit with a satisfying thunk. Great. Back in the trans and back to bolting it to the engine. Once bolted up the torque converter spun free so I started to thread in the torque converter bolts one by one with my buddy turning the crank to line up holes. Three bolts went in, but the fourth was misaligned by almost a 1/4" and could not be installed. We tried it several different ways and couldn't make it line up. **Argh#5**

The builders apparently didn't realize it needed an offset mounting tab despite the fact they had the previous torque converter to pattern it after. A few days later I called Tony who called TCS who said they had mistakenly built it with a neutral bolt style assuming I had a steel crank. I did not. A honest mistake. **Argh #6**

They recommended I make up the difference by opening the flexplate's 4th hole so it would line up. The other option would be sending it back to correctly position the mounting pad. With the assurance that opening up that fourth hold on the flexplate wouldn't cause any issues, I chose to do the former. I'm going to do it after I put this magazine to bed tomorrow afternoon.

That's a 6-Argh operation, which is why curse words exist and arson sometimes seems like a good idea.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CUBAN HOT RODDERS

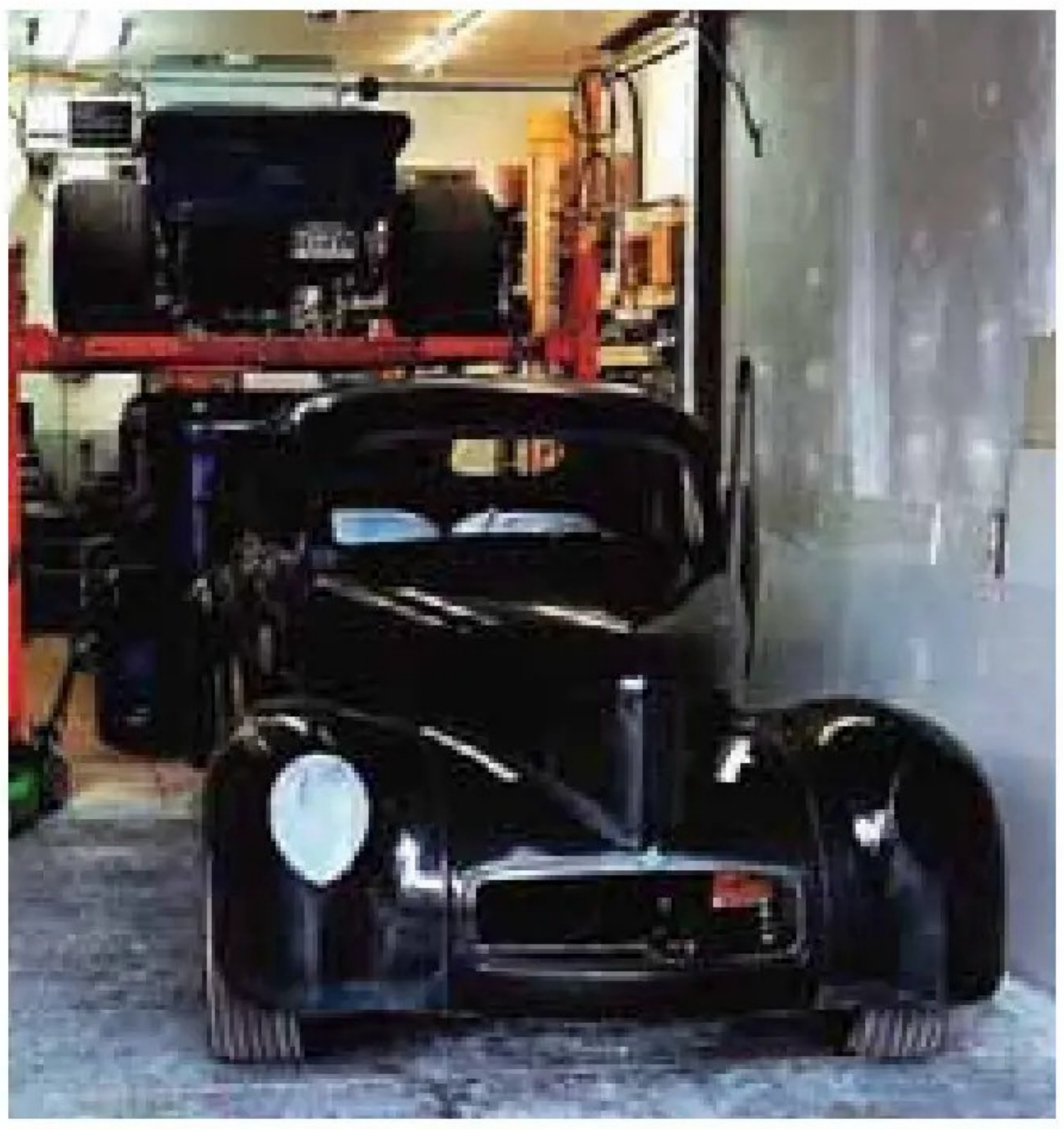
Each year in April, Lynda and I go to Cayo Coco, Cuba for two weeks. I take car magazines to read while we're there. When I'm done with them, I take them out to the lobby of the Resort and give them to the old car cab drivers. As they are cab drivers dealing with a lot of Canadians, they speak perfect English. They are very appreciative of the magazine and love to talk with other old car owners.

The first two pictures are of a really nice 1953 Chevy convertible. It is owned by "Alex" and has a Toyota truck engine. It has been upgraded with 4 wheel disc brakes from a late model Japanese or Korean car. The next two pictures are of a 1959 Chev station wagon. It has a Mercedes Benz diesel engine and has also been upgraded to disc. brakes. The last two pictures are of a 1957 Ford sedan owned by "Dariel". It has a Mitsubishi 4 cylinder diesel engine. Another notable car is a 1929 Ford 4 door convertible (no picture) painted bright orange. It has a gas engine out of a Lada and it sounds like a real hot rod. It is upgraded with discs and Modern alloy wheels.

What amazes me is that these guys have no aftermarket dealers to get parts for old cars. They cannibalize a newer car for mechanical parts and restore the others parts themselves. They will take.a transverse mounted 4 cylinder engine, rotate it 90 degrees. and hook it up to a conventional rear end. Then they drive it every day as a taxi cab. Not like some of our cruise night and car show babies.. I checked the speedometers and they have all gone over the 999,999 miles.

Pete Watson
via email

Thanks Pete for sharing these pics and story of Cuban ingenuity. It's really cool how they keep these old classics on the road. Goes to show hot rodders in North American have so much to be grateful for and no excuses for not getting their projects on the road...where there's a will, there's a way. Appreciate you sharing the magazine with them as well.



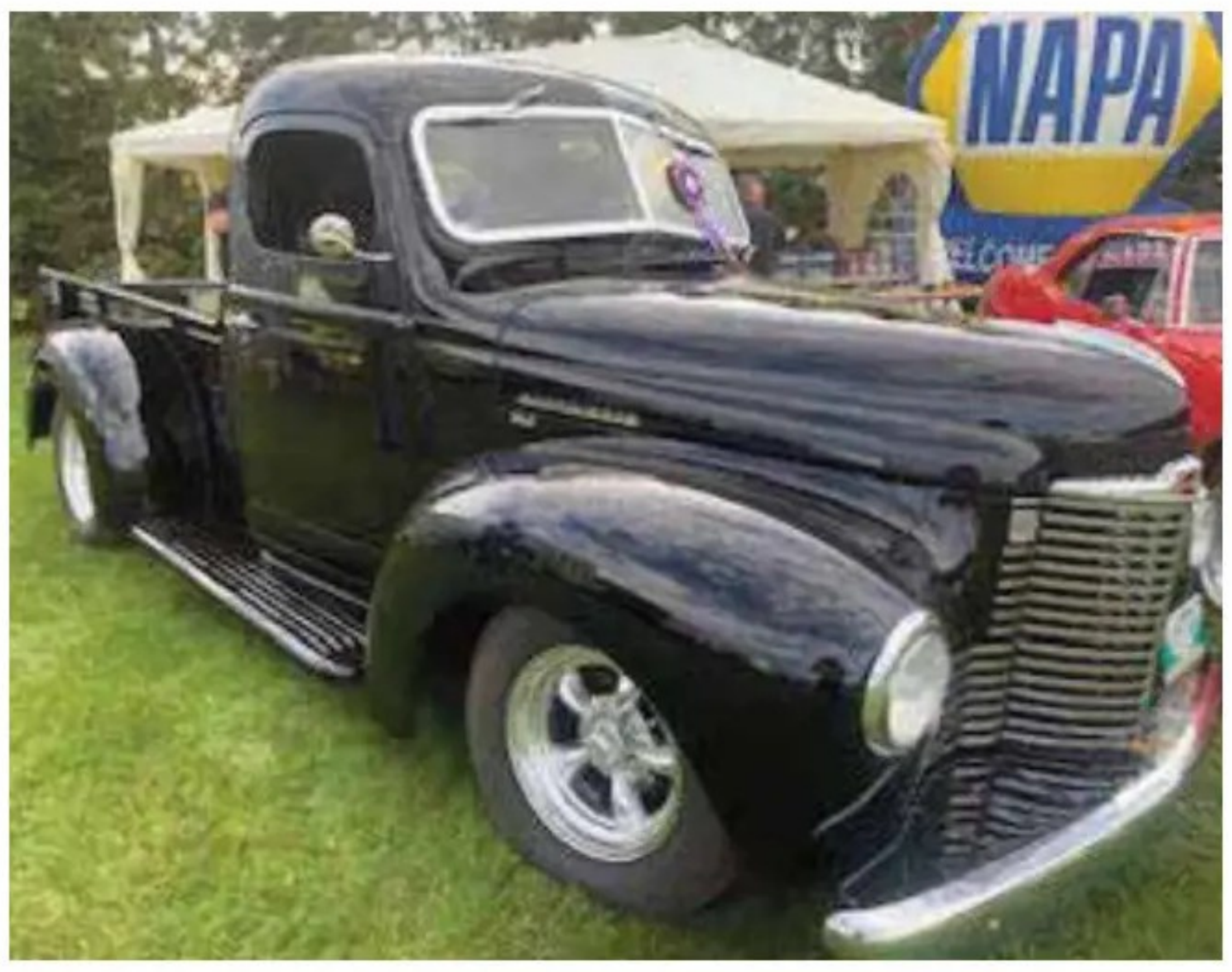
SHARING PROJECT PICS

It's been sometime since I wrote to your mag, this time I'm sending along a picture of my younger brother's rebuilt garage which houses his most recent purchase. It's a fibreglass '41 Willys coupe powered by a 2018 5.0L Coyote engine putting out 460-horsepower backed by a 6-speed trans. Behind the Willys is an all-steel '30 Ford all steel body with glass fenders, a 302-ci Ford crate motor bolted to a C4 automatic trans.

On the 4-post hoist is his first car, a '23 Model T Ford with a 6-71 blown, dual quad 351-ci Cleveland backed by a C6 trans. Once the car and garage are finished I'll send some more photos.

My next letter will also include some photos of my '70 Mach 1, a work in progress, but in the meantime keep "Smokin' Tires and Burnin' Gas."

J.D. Jacobs
Harrow, ON



INTERNATIONAL PICKUP

Just a few pictures of my old Ford-powered Kornbinder. This truck was built in my garage. Wondering if you would be interested it.

Ken Harper
via email

Thanks for sharing the pics Ken. It's a cool truck but as you can imagine we get many, many such requests and just can't accomodate them all. There are hundreds of worthy, homebuilt vehicles like your pickup that we'll never have the room to give full features to but we can share a few pics on this page. Appreciate you sharing the photos.

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The Thrash Build. What is a thrash build? You call all your friends over. You order a bunch of food, stock up the fridge and lock yourselves in the garage. Several days later you open the garage door, and when the dust clears you stand back with your now very smelly friends and say "Holy crap! We built a car!"

Recently I participated in a thrash build. My good friend Elio Peperoni invited me over, along with Karl Fisher of *Make It Kustom* and Kyle Carter of *Carters Auto Restyling* and in three and half days, we built Elio a Model A Roadster.

Elio, who has a background mainly in import cars, was recently bit by the traditional hot rod bug after driving Brent Hoitinks Model A Roadster last summer. He has since been collecting parts to build a hot rod for himself and picked all the right parts for a proper traditional build.

Original'28 Model A Roadster body
Original Model A frame
1936 Ford axle dropped by LG Speed & Kustom
1936 Ford wishbones
1948 Ford banjo rearend, wishbones and torque tube
1949 Ford Flathead V8
1939 Ford toploader three speed
Ford F1 steering box, brakes and pedal assembly
1935 Ford 16" wire wheels
And of course, an original 1932 Ford grille.

All that's left is just put it together.

Thursday morning, I left home with a suitcase and sleeping bag in the back of my '29 Model A Roadster and made the four-hour trek to Karl Fisher's shop near Mission, BC. When I arrived, the guys were just getting started.

Karl and Kyle had the very rough roadster body up on sawhorses and were starting on the sheet metal. The car needed lower quarters, wheel wells, rear valence, sail panel and a decklid. Not a patch panel in sight, everything was being shaped by hand out of a sheet of 18G.

The frame was sitting on a cart. Earlier in the week, Elio fabricated a flattened front crossmember to replace the destroyed stock crossmember. In the rear he Z'd the frame and moved the rear crossmember back 7 ½" to line up with the 1948 Ford spring behind suspension design.

Elio was getting started assembling the brakes on the rearend, so I jumped in and started assembling the front suspension.

By the end of the night the front suspension was installed, wishbone mounts welded to the chassis, steering arms modified for the dropped axle, tierod modified and installed, front brakes and wheels mocked up. The rearend had all new brakes. The body had lower quarters and wheel wells welded in. We called it a night and all crashed at Karl's house for the evening.

The next morning Kyle and Karl continued with metal work, shaping patch panels for the rear part of the quarters. Elio and I assembled the rear wishbones and Model A rear spring and before lunch we had a rolling chassis. Major milestone accomplished.

Next up, engine and transmission. This actually went really well. I manufacture a motor mount kit for installing a Flathead V8 into a Model A, and Elio had a set of my mounts already in his stash. We determined where he wanted the engine to sit, trimmed the mounts and welded them in. For the rear I fabricated a set of mounts that welded to the original Model A crossmember and in no time we had the engine and transmission installed. By the end of Day 2 we had a full rolling chassis, engine and transmission mounted, driveshaft and torque tube shortened, installed, and another major milestone, the body mounted on the frame.

Day 3 started out a bit slow, as a bunch of people dropped by Friday night and it turned into more of a party than a thrash, but by lunch time the fog had cleared, and we were well underway.

Elio and I tag teamed shortening and installing the Ford F1 steering box into the Model A chassis. A drag link was built completing the steering system, and we moved on to installing the F1 Pedal assembly.

Kyle fabricated a complete sail panel, and Karl fired up his power hammer and pounded out a brand new decklid.

We worked late Saturday night, but by the time we were ready for bed the car was pretty much complete, minus wiring and plumbing.

Sunday morning, I was definitely feeling the effects of the thrash. We went out to the shop and did some clean up and tinkering but there was no pressure as we had pretty much accomplished what we set out to do. The weather was starting to turn, so I left early in an attempt to make it home before the rain started. That plan failed as I hit rain about 10 minutes from Karl's place and spent much of the 4-hour journey home in a monsoon driving my fenderless roadster. I was soaked.

It didn't matter though; I was so excited and stoked for Elio and all the progress the four of us made in three and half days. We built a car. We made memories. Our friendships strengthened. We learned new skills, pushed each other to become better car builders and most of all, we had fun..the most fun I've had in years. Isn't that what car building is all about?

Just a side note, all four of us film regularly for YouTube. All four of us filmed this build individually from each other's perspective. You can check them out at on our YouTube channels; Elio Peperoni, LifeWithAPeperoni, Kyle Carter, Carter's Auto Restyling, Karl Fisher, Make It Kustom, Lee Grant, LGKustoms

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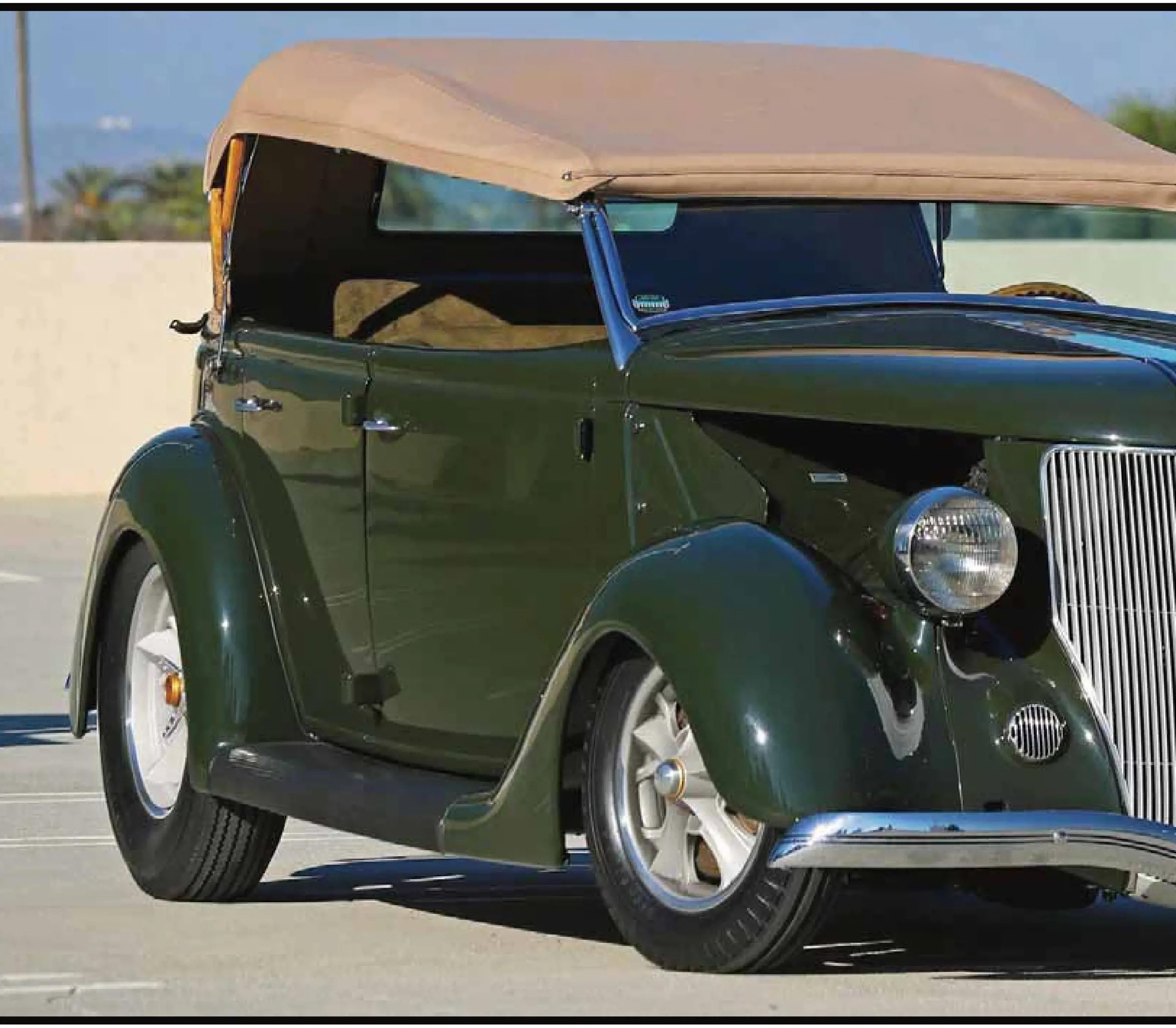


FABULOUS PHAETON

Story and Photography by Stephan Szantai

Television has played a significant role in spreading the hot rod gospel. Some of you will likely remember the first time you watched *American Graffiti* or *The California Kid* movies on the small screen. And then, who can forget the ZZ Top videos featuring the band's legendary red '33 Ford? The beginning of the 21st century brought its share of memorable hot rod-related TV moments, including *American Hot Rod* and *Overhaulin'*, respectively hosted by Boyd Coddington and Chip Foose. Among the crew hired by these two hot rod icons you might recall Mike Curtis, the owner of the rare 1936 Ford Phaeton featured on these pages.

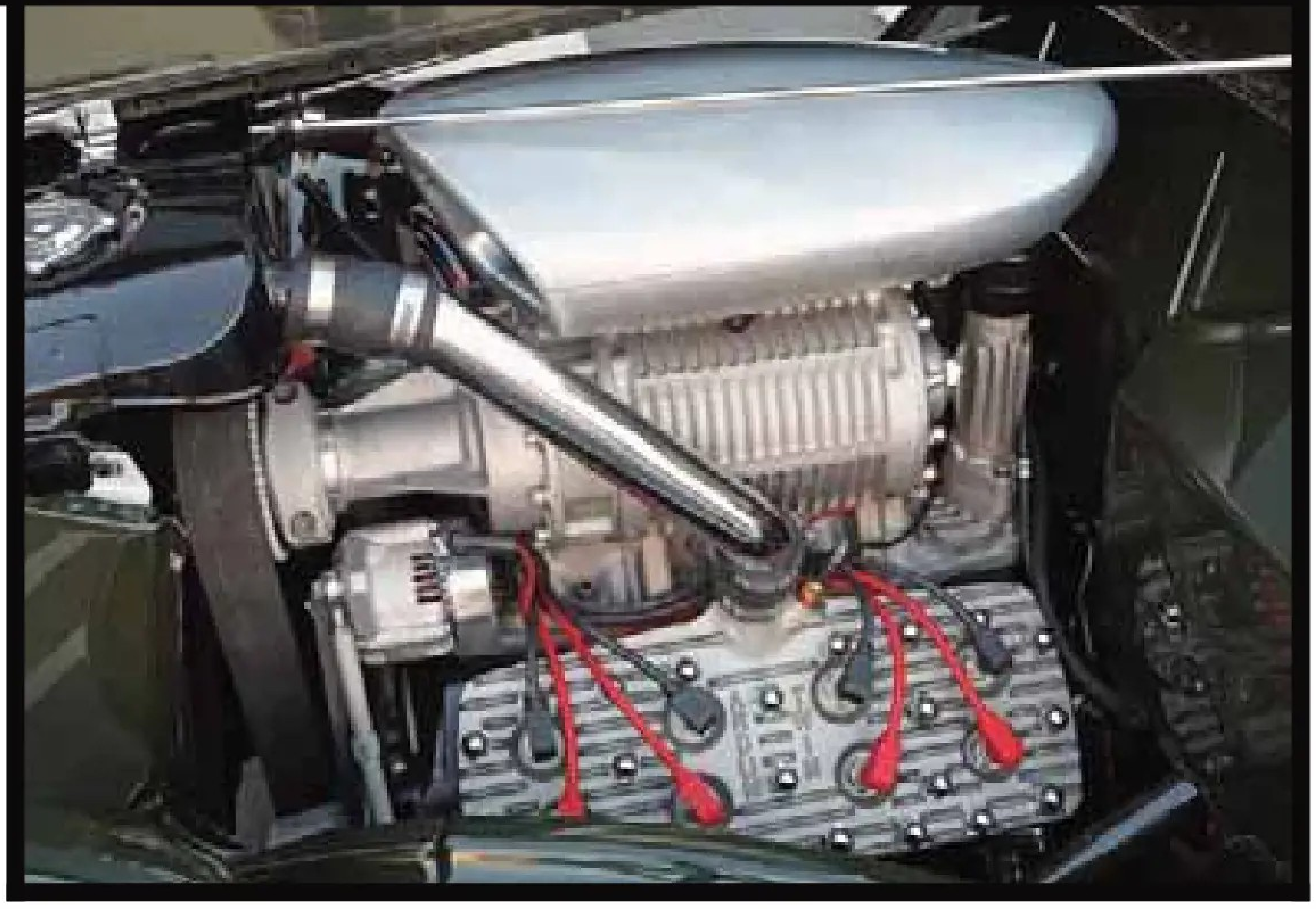
Curtis's journey in the car world began at age 12, working alongside his father in the family's performance shop in Fort Collins, CO. Determined to build a future in the hot rod industry, he focused his high school years on welding, CAD, and mechanical drafting. He also supplemented his education with off-campus courses in manual and CNC machining. By the end of his final semester, Curtis had already built about 14 cars, including a Pro

7E 55 66
19 CALIFORNIA 36

Street-styled 1948 Chevy truck.

A 1996 trip from Colorado to Disneyland led to an unexpected detour—visiting Boyd Coddington's Hot Rods By Boyd shop. Inspired, he applied for a job and, by the end of his senior year, he received an offer. Curtis wasted no time moving to California after graduation, launching his career at Coddington's company. Over the next eight years, he ran the CNC machines, eventually overseeing the machine shop during four seasons of the aforementioned *American Hot Rod* television show. Curtis subsequently joined MHT Wheels in 2005, managing the machine shop and crafting wheels for Chip Foose's Overhaulin'.

The following year, he took the leap to start his own company, Curtis Speed Equipment, located in Old Towne Orange, CA. His specialty remains one-off aluminium wheels, although he occasionally fo-



Mike Curtis, above, is president and owner of Curtis Speed Equipment. He began his hot rod career working with icons Boyd Coddington and Chip Foose, but his skills and talents have made him an icon in his own right. He's designed and created one-off custom wheels and parts for multiple-award winning hot rods and customs, including several Ridler and AMBR-winning vehicles and his own AMBR contending 1936 Ford Phaeton.

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2025 CONTENDER

cuses on making other beautifully crafted parts: steering wheels, bumpers, taillights, grilles, suspension arms, and more. During his early years of operation, while growing his business, he also worked full-time as a builder on *Overhaulin'*—his collaboration with Chip Foose continues to this day.

Being a hot rodder at heart, Curtis has had several personal project cars, with the most significant being the 1936 Ford unveiled in this article. Production numbers of the 1936 four-door phaeton are hard to peg down, though the tally seems to hover between 5,000 and 6,000 units, making it one of the rarest Ford models in '36.

Curtis was very much aware of this fact when he discovered his phaeton. "A few years ago, my dad sent me some pictures of a barn full of cars. His buddy was helping to clear it out for the family of a guy who had passed. In one pic, I could see a little bit of the back corner of a '36 phaeton. It was already spoken for, but I offered an additional two grand—and it was mine." After having it shipped from Colorado to Southern California, he discovered a decent stock driver, but it lost power after an hour of driving it. Time to freshen it up.

Along came Don Ferguson, a legendary land speed racer who belongs to the 200 MPH Club. Ferguson has additionally made a name for himself as a builder of Flathead V8s equipped with Ardun OHV (overhead valve) cylinder heads. Marketed through his ardun.com website, they are dimensionally and cosmetically accurate to the original, yet superior in production details and machining techniques used in their remanufacture. Curtis was introduced to Ferguson, who agreed to build a trick Flathead V8 for the phaeton, but with one condition—it would have to run one of his oversized SCoT superchargers.

"A couple of days later, Don realized he needed new wheels for his Bonneville car," remembers Curtis. "We decided to make a trade. He then pulled out a set of Ardun Twin-Plug Heads, which he had only made a couple of pairs of. However, he left it to me to figure out the ignition system." So, Curtis purchased an old dual-magneto drive, which proved rather large for a Flathead. He's the first to admit that he didn't know much about magnetos and questioned their use on the street, especially since he planned to drive his phaeton often.

7E 55 66
19 CALIFORNIA 36

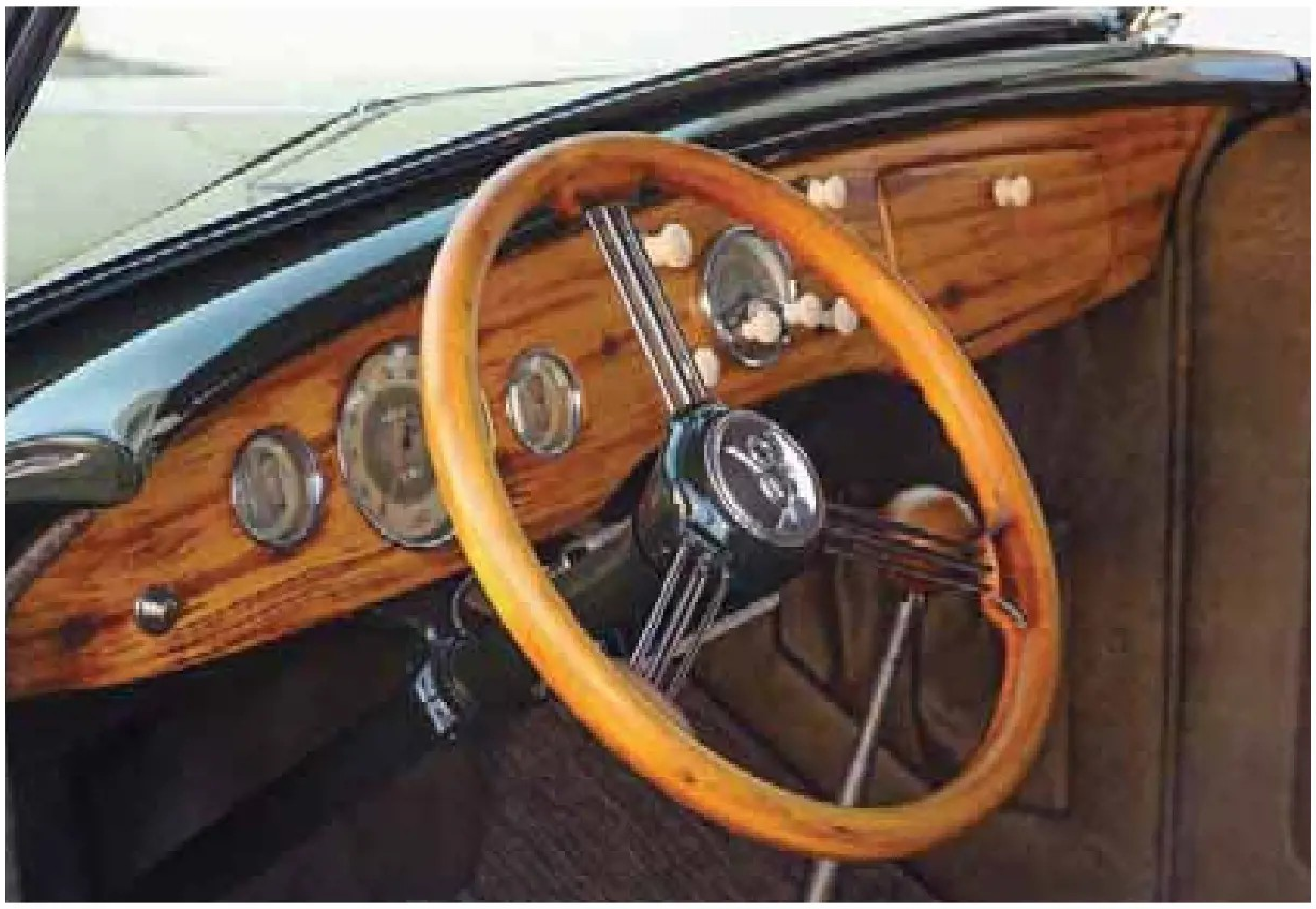
Ultimately, he designed a belt-operated drive for dual MSD distributors, though it took more engineering than expected, meaning that he missed driving the old '36 during the end of the car show season.

Wondering what's in and around that Ford 8BA V8? H&H Flathead and Ferguson Racing assembled a stout Flathead, now displacing 283 ci instead of the stock 239, courtesy of a 4.25-inch Scat crank and Ross pistons. A Bullet Racing camshaft operates the valves in those massive Ardun heads, while a Holley Sniper II fuel injection system hides under that Curtis-made air filter scoop. Curtis modified a Munro manifold to fit the large SCoT blower, and fabricated the stainless exhaust system, leading to a pair of Magnaflow mufflers. McLeod supplied the clutch.

Then came the pressure from his friends, who insisted he should enter the car in the AMBR (America's Most Beautiful Roadster) competition at the 2025 Grand National Roadster Show—check out the 11-page coverage in our April/May 2025 issue. "That's when it got serious," says Curtis.

He had the stock frame finished by then. It features a Roadster Supply 4-inch dropped axle and shocks, guided by split wishbones. The impressive 300 horsepower travels through a Borg-Warner T-5 manual transmission built by Anaheim Gear, and a narrowed Ford Banjo rear end with 28-spline axles. Lincoln juice brakes of 1941 vintage, with finned aluminum drums, at all corners are far superior to the original 1936 Ford mechanical binders.

Looking at the wheels, you might wonder how Curtis managed to fit spindle mount models, but he didn't, because they aren't spindle mount wheels. Thanks to his expertise, he conceived a Halibrand-style set in 16x3.5 and 18x5 with covered lugs, cleverly integrating the caps into the design. Firestone Dirt Track tires measuring 500-16 and 700-18 nicely match the old-timey hot rod appearance.



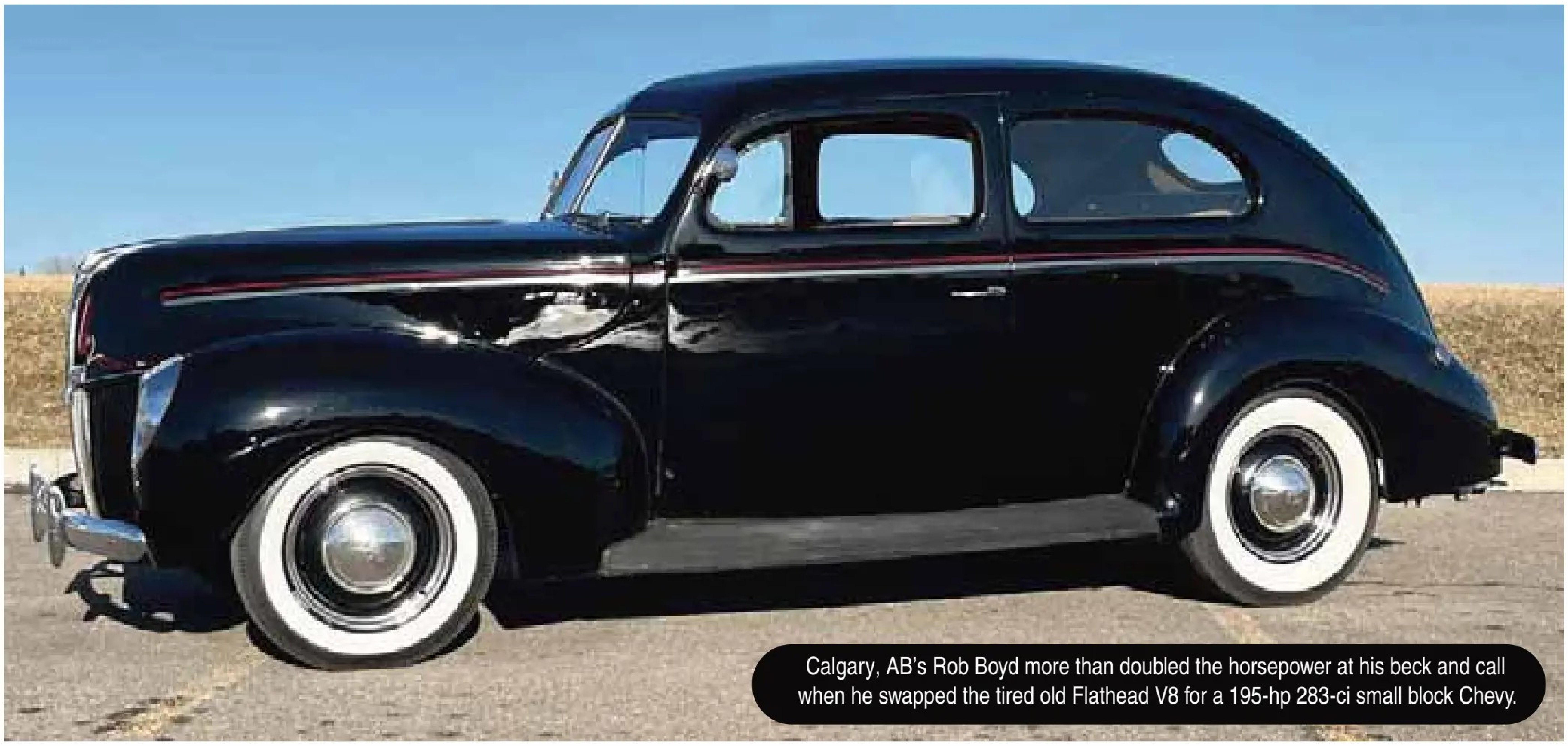
Work continued at a fast pace. The floors weren't "up to snuff for an indoor show," as Curtis puts it. So, he and his crew replaced most of them, repaired the rust areas, and filled all the unwanted holes on the body. Lanzini Body Works in nearby Huntington Beach handled the paint using a custom mix of dark green. "Then, I called my family and friends to put the car back together, as the GNRS deadline was looming," Curtis says. This included installing the chopped windshield, tucked bumpers, and shortened taillight stands.

Moving inside the vehicle, the Lanzini-painted woodgrain dashboard houses stock '36 Ford gauges, complemented by a radio converted into a tachometer. A Sniper EFI digital display hides under it, thanks to hinges. Notice the 1937 Lincoln Zephyr banjo steering wheel, cut down to 15 inches and featuring a machined wood grip. Ron Mangus Hot Rod Interiors, a renowned go-to place for show cars, took care of the top, as well as the carpet and distressed leather upholstery that match the exterior's color. The stereo equipment will put most modern automobiles to shame, though the Kicker head unit, the speakers, and 12-inch sub were concealed out of view.

With only a few hours left before the GNRS cutoff, the phaeton drove off the shop's lift straight into the trailer. Curtis, his friends, his family and his crew made it in the nick of time, joining a field of 10 other vehicles entered in the AMBR competition. Although he didn't win, he's still thrilled to have proudly represented Curtis Speed Equipment, considering his budget—while not small—remains a fraction of the top-level entries.

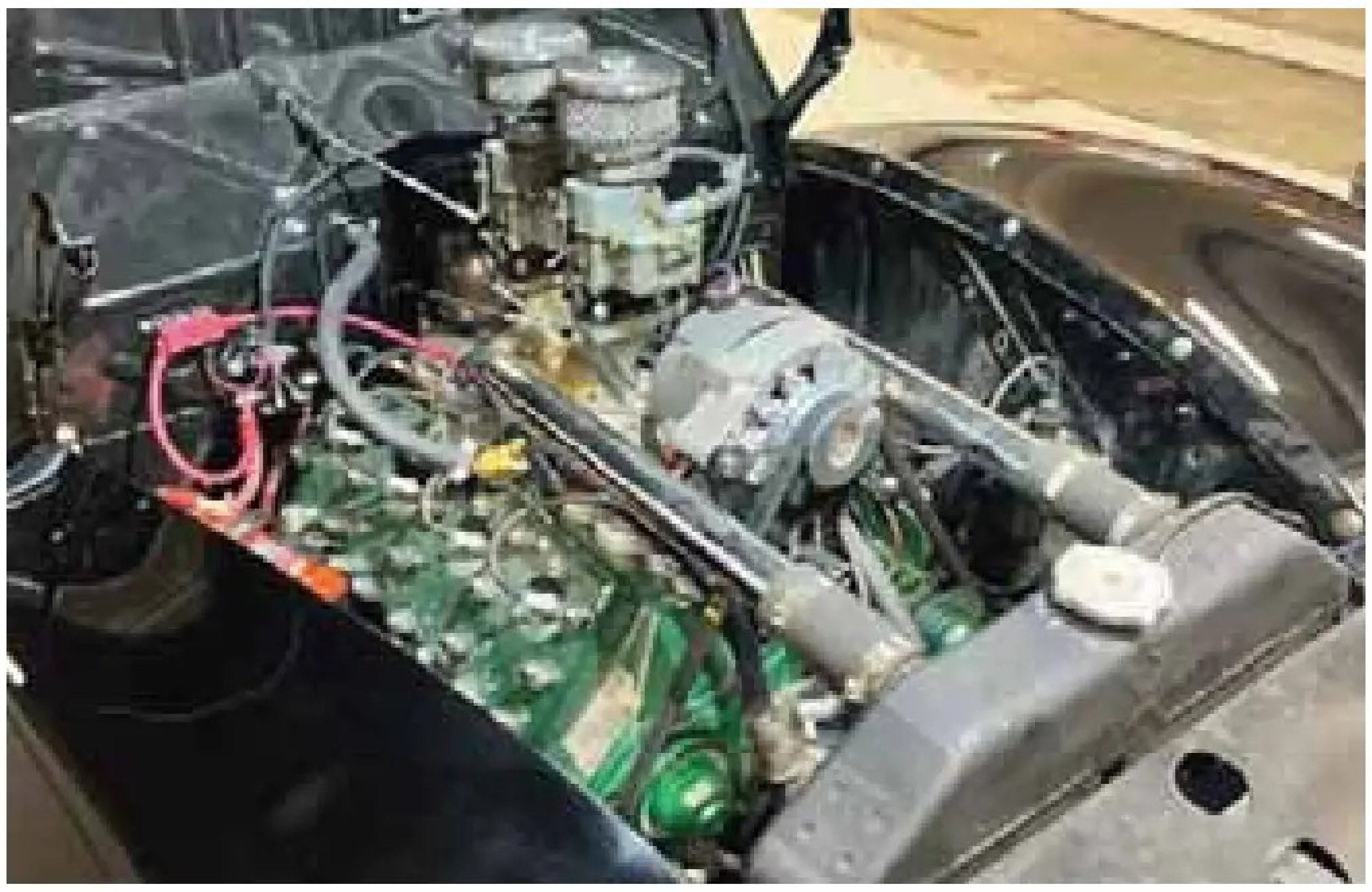
"I spent the next few weeks working out the bugs, and I now plan to drive it on a few big trips this summer," he told us. Glad to see such a premier hot rod put to good use — and the rumble of that supercharged Flathead is so awesome!

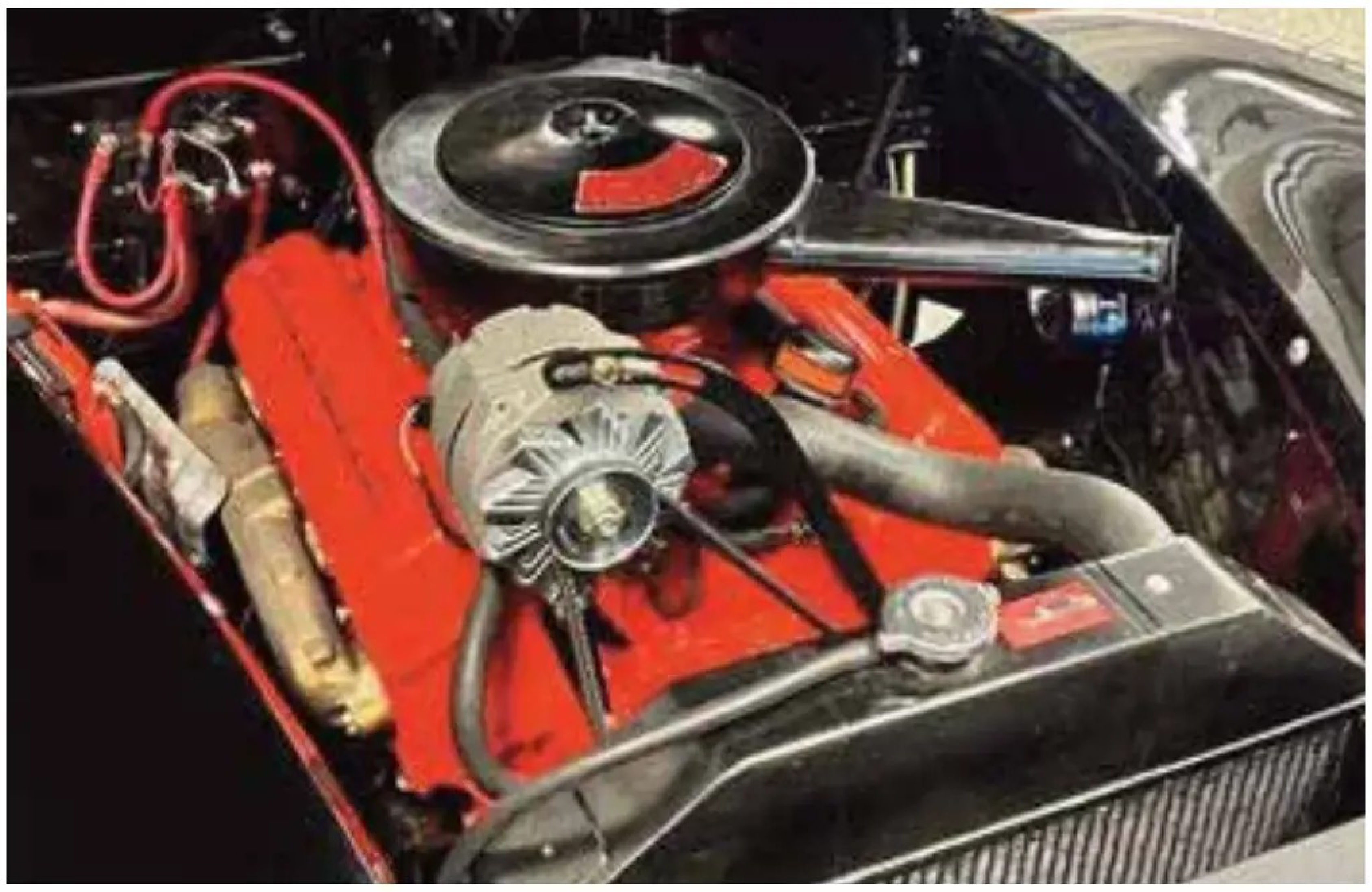
By Rob Boyd



Calgary, AB's Rob Boyd more than doubled the horsepower at his beck and call when he swapped the tired old Flathead V8 for a 195-hp 283-ci small block Chevy.

SWAPPING ONE ICONIC V8 FOR ANOTHER





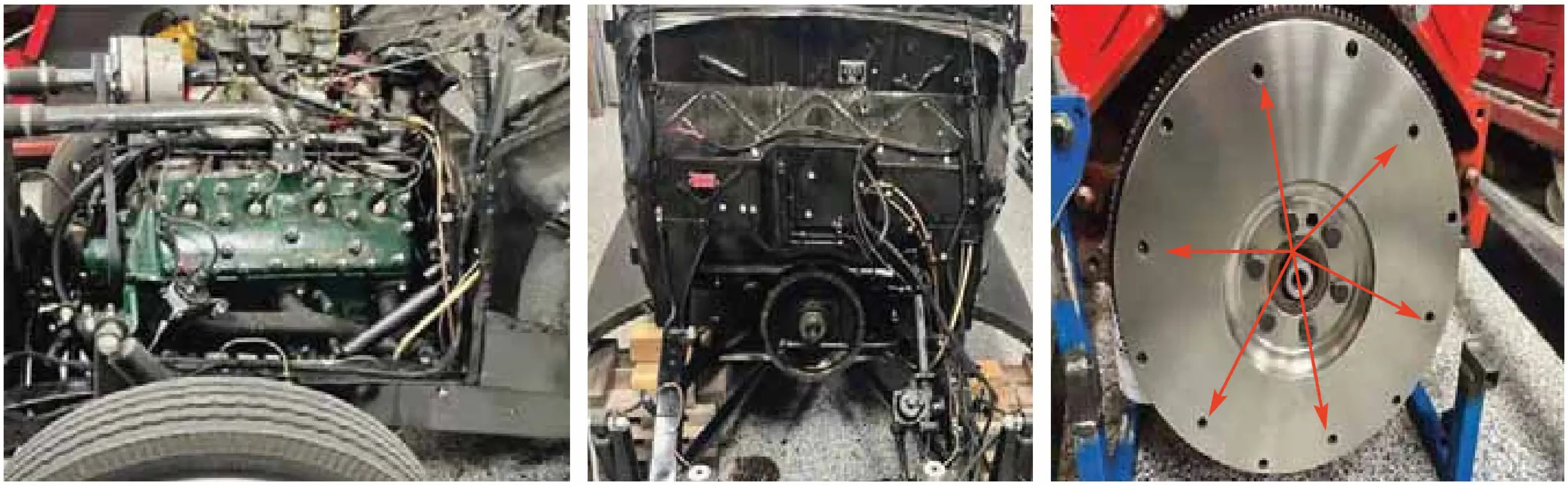
Why do we build the cars that we do? It was the summer of 2013 my wife Danielle and I were participating in the Western Canada Power Tour driving my 1973 Maverick from Calgary,AB to Puyallup,WA for the Goodguys Rod & Custom Pacific Northwest Nationals show. There I found myself drawn to a traditional '32 Ford Highboy roadster. I had not seen anything like it before. The simplicity of the open-wheeled highboy had me hooked sending me into the deep end of traditional hot rodding. I had visions of myself and co-pilot Danielle flying down the highway destined for Bonneville in my very own roadster.

By the summer of 2014 I had rolled a well-worn 1928 Ford Model A roadster into the garage. Over the next eight years I transformed that car into what I had envisioned. Before me in my driveway sat a Flathead powered Highboy roadster sitting on a pinched '32 Ford frame, freshly painted in Washington Blue with white walls and chrome sparking in the sun. Standing with me and eager to go for a ride was my wife and two sons, Heath then aged eight and Harrison, then four, who had come along during the build of the car.

I did the best I could trying to pack a family of four into a 2-seat car. Believe it or not you can install a car seat into a Model A Roadster. The expression on the other parents' faces as I pulled up to preschool drop-off should have been my clue how silly it must have looked. A third seat belt was installed so at least three quarters of the family could fit. The middle rider quickly learned to move his legs and duck to avoid a shifter in the knee or elbow to the face. We made the most of the first year but I realized little boys don't stay little for long and three of us fitting

By Rob Boyd

The front sheet metal was removed off the car to make the swap easier. the engine angle was recorded and would be used a a guide for the 283. A new 168-tooth flywheel was sorced from Summit Racing as it had the dual clutch mounting holes (red arrows, photo below right) to fit the pressure plate and 10" clutch.



into the cockpit of a model A Roadster was not going to last. I knew then I was going to need a "Family Hot Rod."

The search was on for a new project the entire family could enjoy while taking road trips and cruising around town. This required a back seat and maybe a roof and windows for those surprise summer prairie rain/snowstorms. I found 1940 Ford Standard Sedan that seemed to meet the requirements. It was stock with an amateur restoration done in the '80s or early '90s and then stored indoors mostly unused for the next 30 to 40 years.

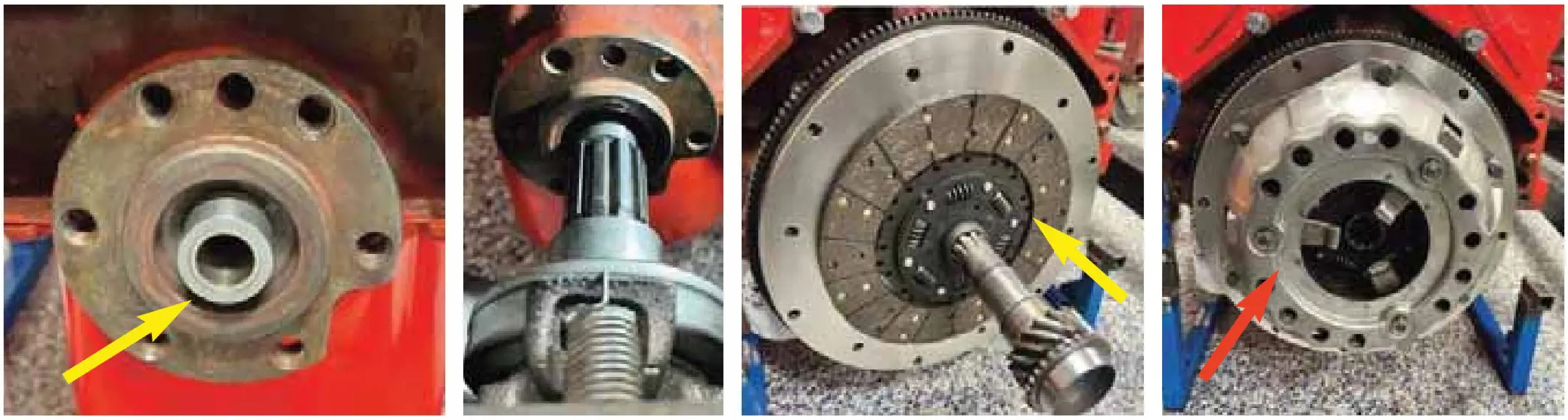
With the Sedan now in my garage the first job was making sure it was safe and reliable. The first winter was spent fixing a burnt exhaust valve to get the tired old Flathead V8 running on all 8 cylinders again. Rebuilding the worn-out front end and rear suspension included lowering the car for a better stance. The brakes were replacing and I converted it to a Dual master reservoir with all new plumbing. The car was converted to 12V including replacing the entire wiring harness as the old one was filled with decades of repairs using household wire nuts.

The body was lifted off the frame to repair rusted out body mounts that were neglected on its previous restoration. The dull and aged paint was cut polished back to a glossy shine. Gary at Gamboggie pinstriping in Calgary, AB laid down some beautiful pinstripes adding a bit of '50s hot rod flare. By the Spring the Sedan was out in the road still sporting all its original running gear, which included a three-speed manual transmission. The Sedan became my daily driver, and we rolled up 1,900 miles on the odometer running errands and hauling the family in style to wherever we needed to go.

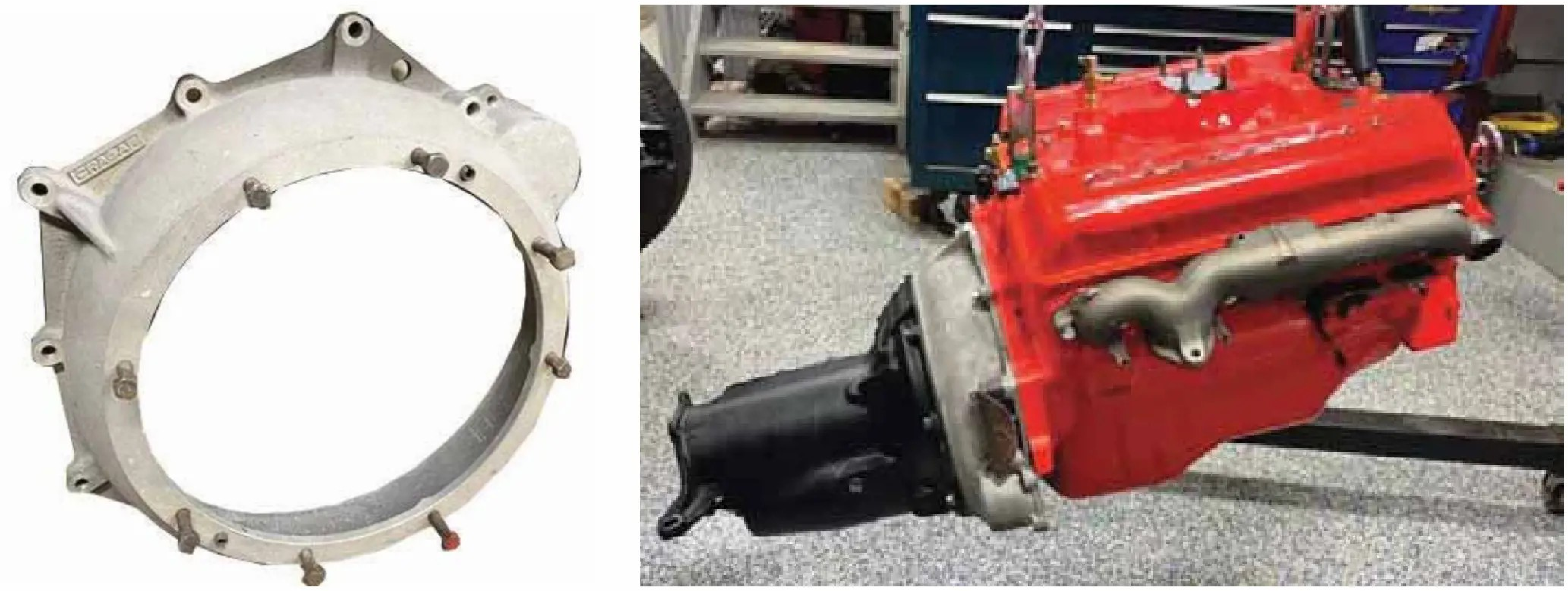
Behind the wheel I had all sounds, smells, and feels of what it would have been like driving my hot rod sedan back in 1957. Looking out through the windshield there was no mistaking the world has changed since then. Traffic moves faster requiring higher speeds but the 85-hp, 221-ci Flathead struggled to get the old sedan over 55 mph. Just like in the late '50s the world was changing postwar designs and technology. Antiquated flathead engines had given way to the modern overhead valve V8.

In the mid-to-late '50s hot rodders often chose the then new small block Chevrolet to replace their Flathead Fords. If people could do it back then giving these old Fords a new "Modern" engine why couldn't I do it today?

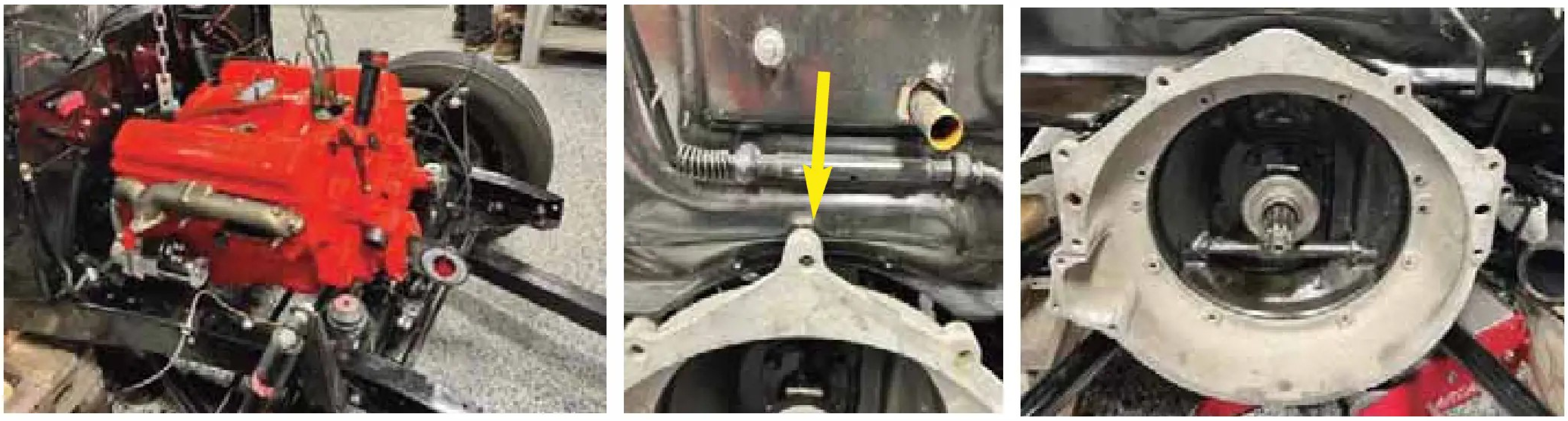
The first order of business was to get an engine and I soon found a 1964 Impala 283 on Facebook Marketplace that seemed like a good candidate. The engine was given a quick in-the-garage rebuild back to stock with new rings, bearings and seals. Follow along as I share how I swapped the SBC into my 1940s Ford Tudor Sedan.



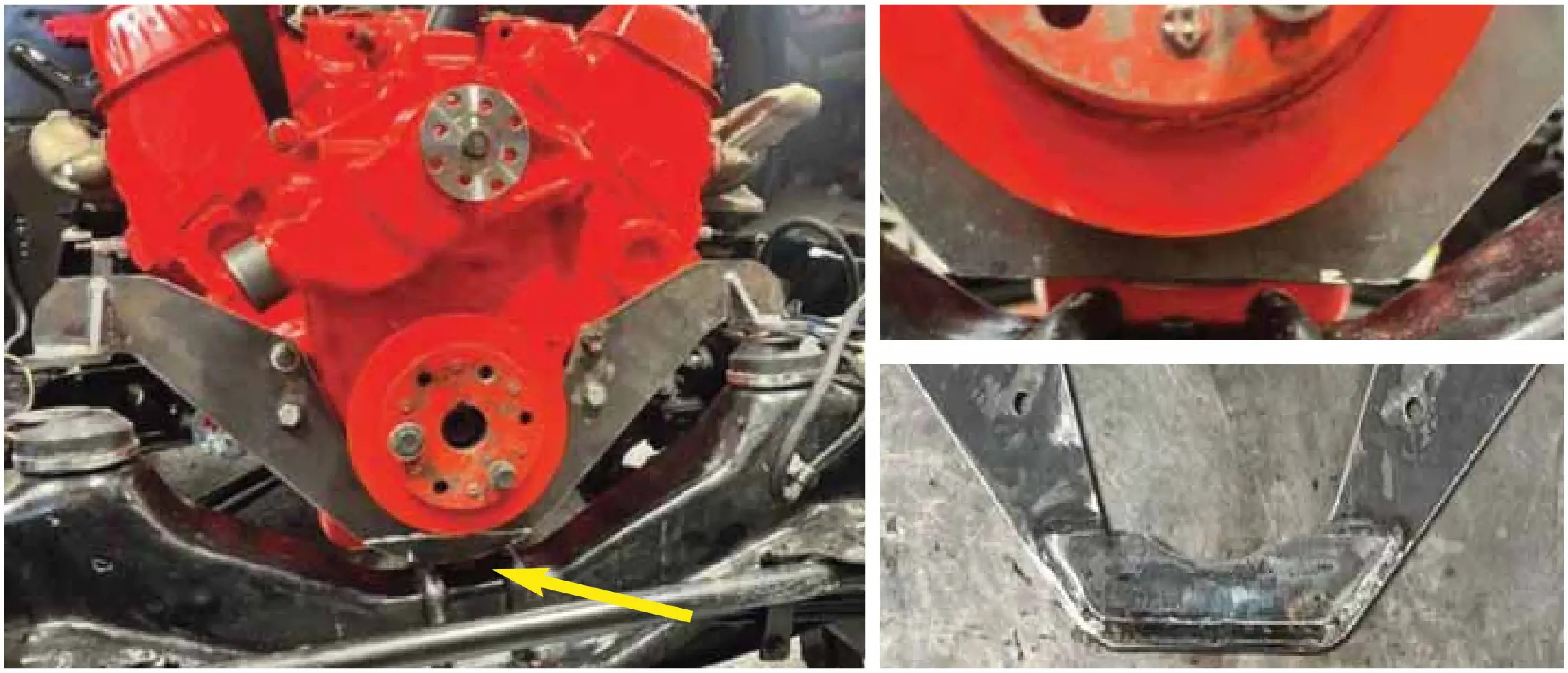
A special pilot bushing — above left yellow arrow — is needed to adapt the 283 crank shaft to the early ford input shaft. Speedway sells the pilot bushing #7205000 for this application. I was able to create my own on my lathe with a Oilite bushing for the input shaft to ride on. The pilot bushing was then instatlled into the crank shaft to the correct depth The transmission was bolted onto the engine and the clearances were checked that the bearing was in far enough to still allow the original .003" crankshaft end play. Too tight could cause the clutch to not disengage or worse quickly damage your crank shaft thrust bearing. Originally you would have used a 1950 Mercury Borg and Beck pressure plate and disk. Unfortunately, the supply of these original parts is hard to locate. A call to Fort Wayne clutch was the answer. As they were able to supply the correct flywheel and 10" friction disk, yellow arrow, with the early Ford splines. They also had the correct pressure plate, red arrow in photo above right.



A Cragar 307 SBC-to-early-Ford transmission adapter was sourced for the swap. These adapters, photo at right was just sourced from the interweb, can be purchased new, but I was able to source a used one. It was bolted onto the engine adapting to the original transmission. Here's is everything bolted together.



With everything bolted together the 283 was ready to be test fit and an issue quickly revealed itself as the top adapter bolt, middle photo yellow arrow, was interfering with the firewall and would not allow the engine to sit back correctly. Instead of cutting the firewall I cut off the top bolt hole and smoothed the area out. I figured if GM engineers realized they didn't need a 7th bolt on most of their transmissions, neither did I. With the bell housing clearance issues resolved the engine mock-up could continue.



Once the engine was hanging in place I knew I needed a front style mount. Lee Grant at LG Speed and Kustoms in Victoria, BC builds a nice 283 front mount so I figured that was a good place to start. Once mounted onto the engine I found the lower portion of the mount hit the crossmember preventing me from getting the engine to the correct driveline angle. About ¾" was removed from the bottom of the mount so the engine would sit down and the mount cleared the crossmember. A strengthening plate was then added to the mount to make up for the removed section. The unmodified LG engine mounts were designed so you could remove the timing cover but adding that plate meant I won't be able to but I figured future inconvenience was worth the strength. Also note in photo above left, on the passenger side the crossmember interference won't allow mount to seat.

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SCAN TO
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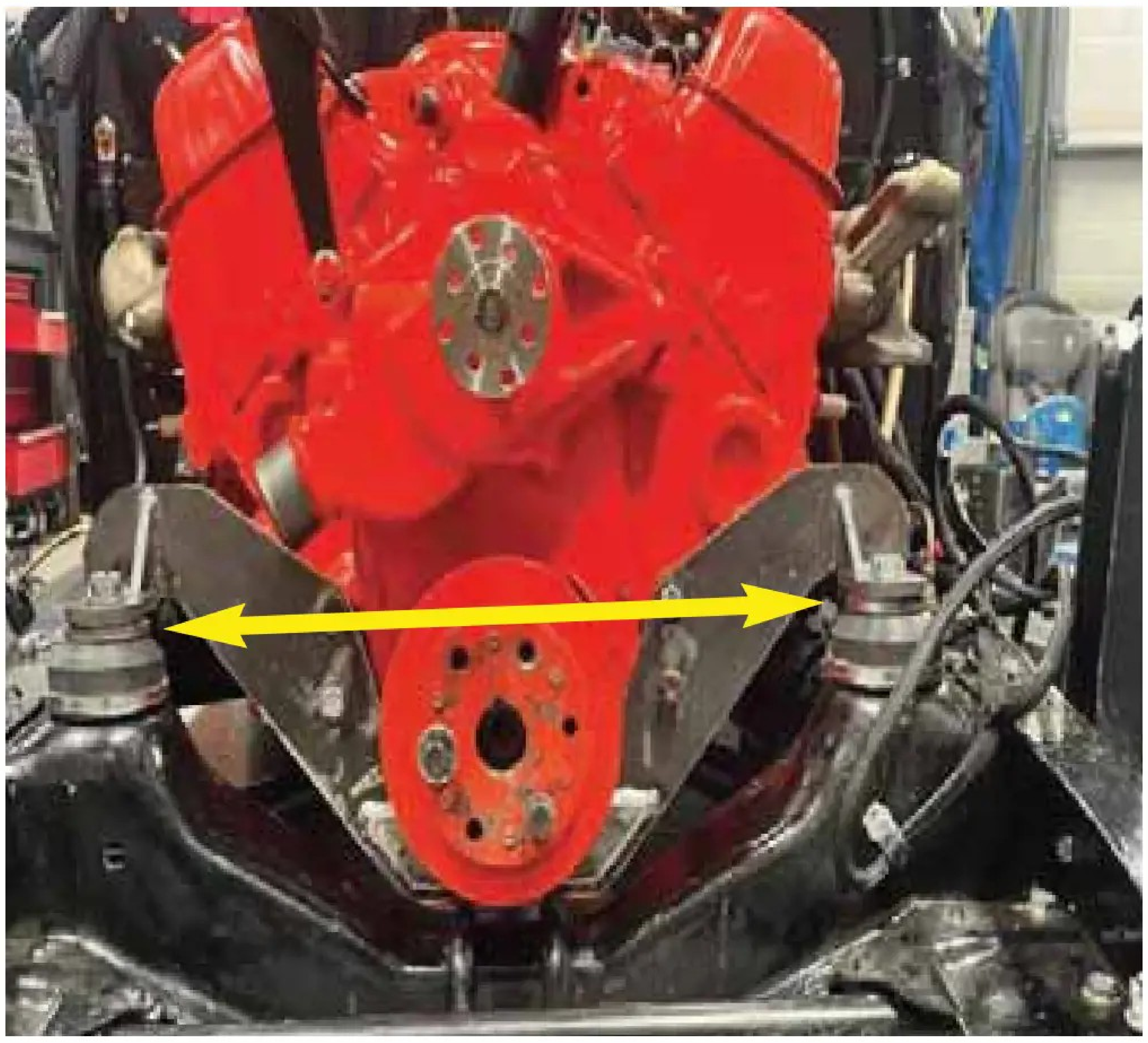
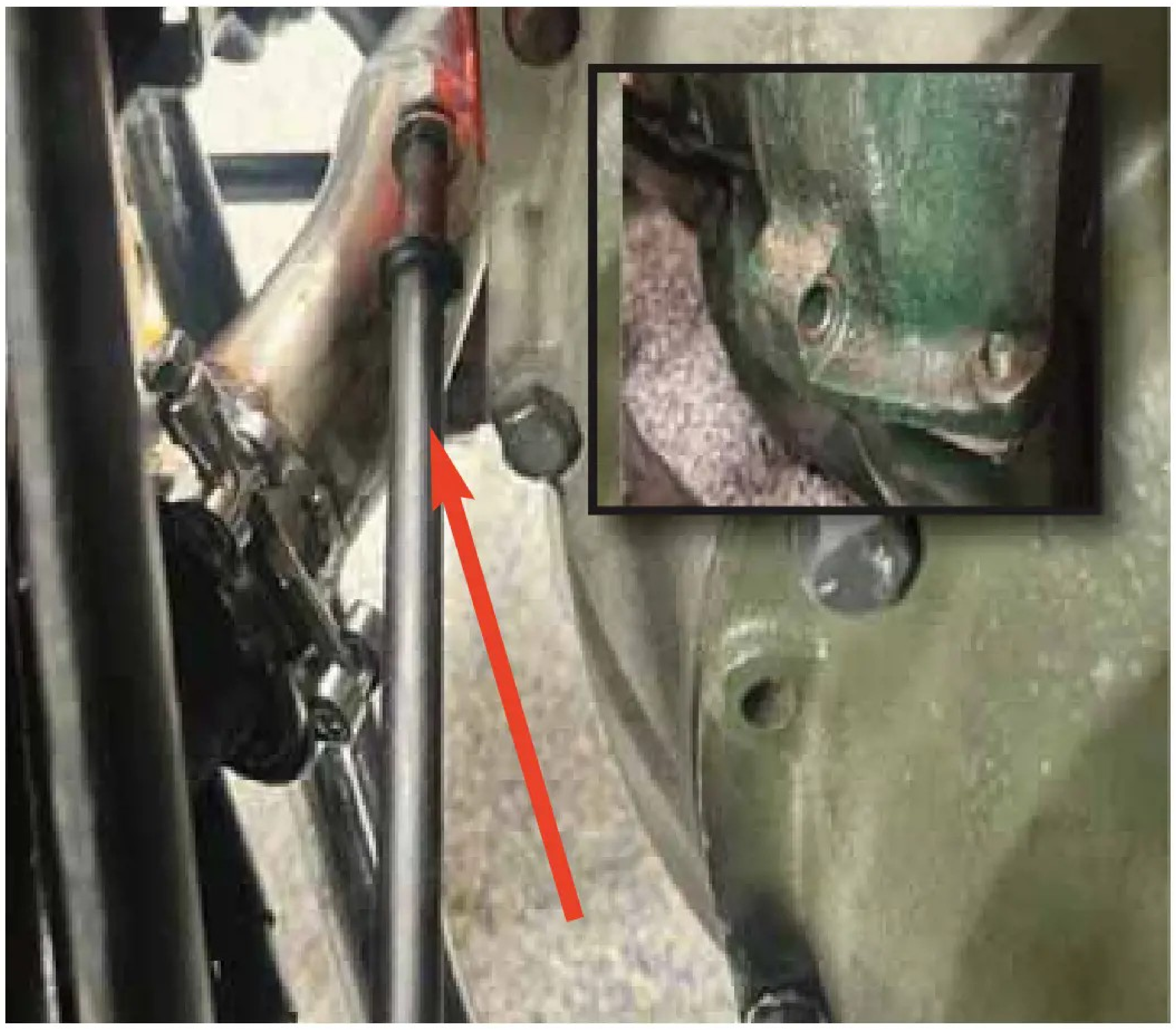
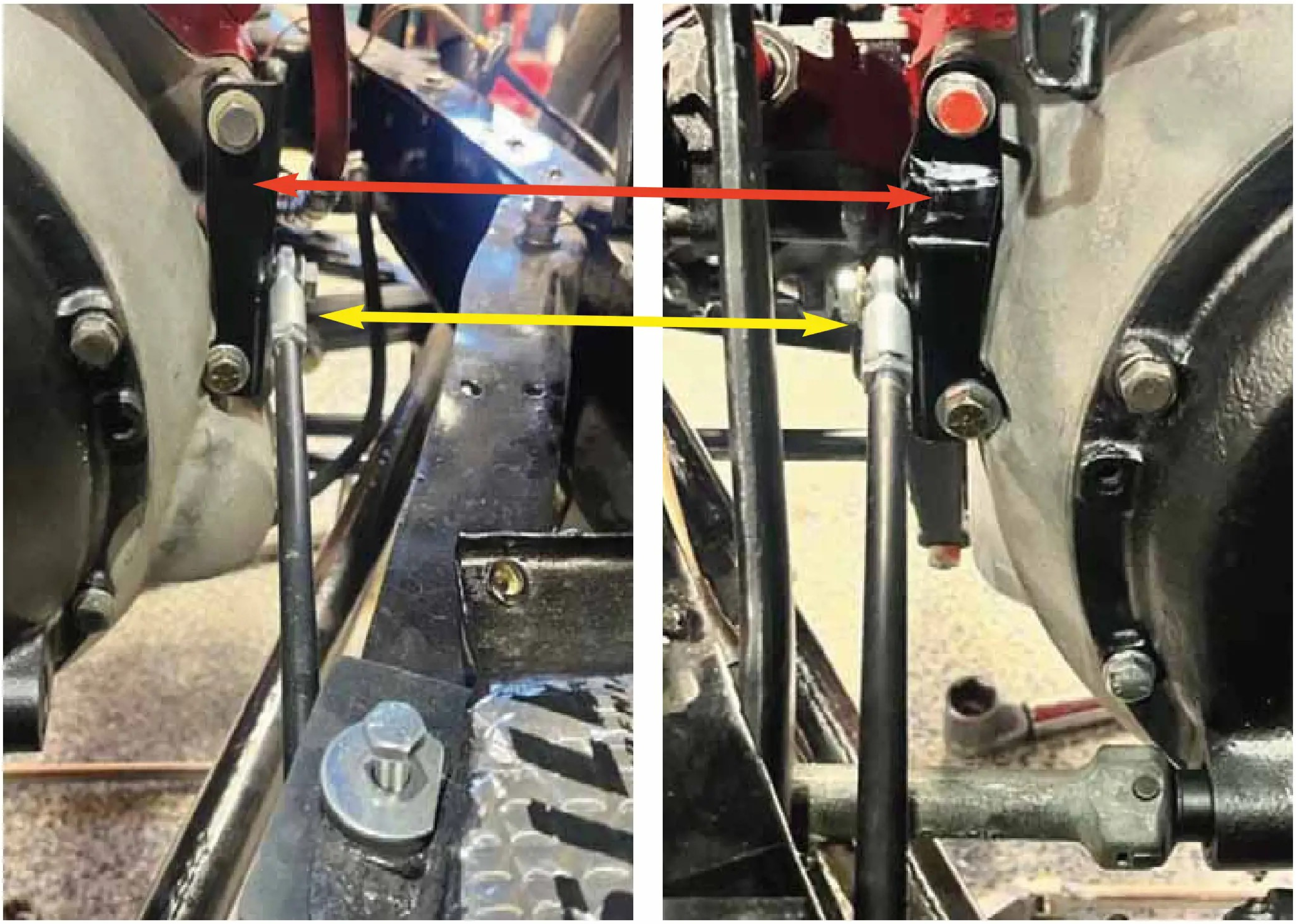
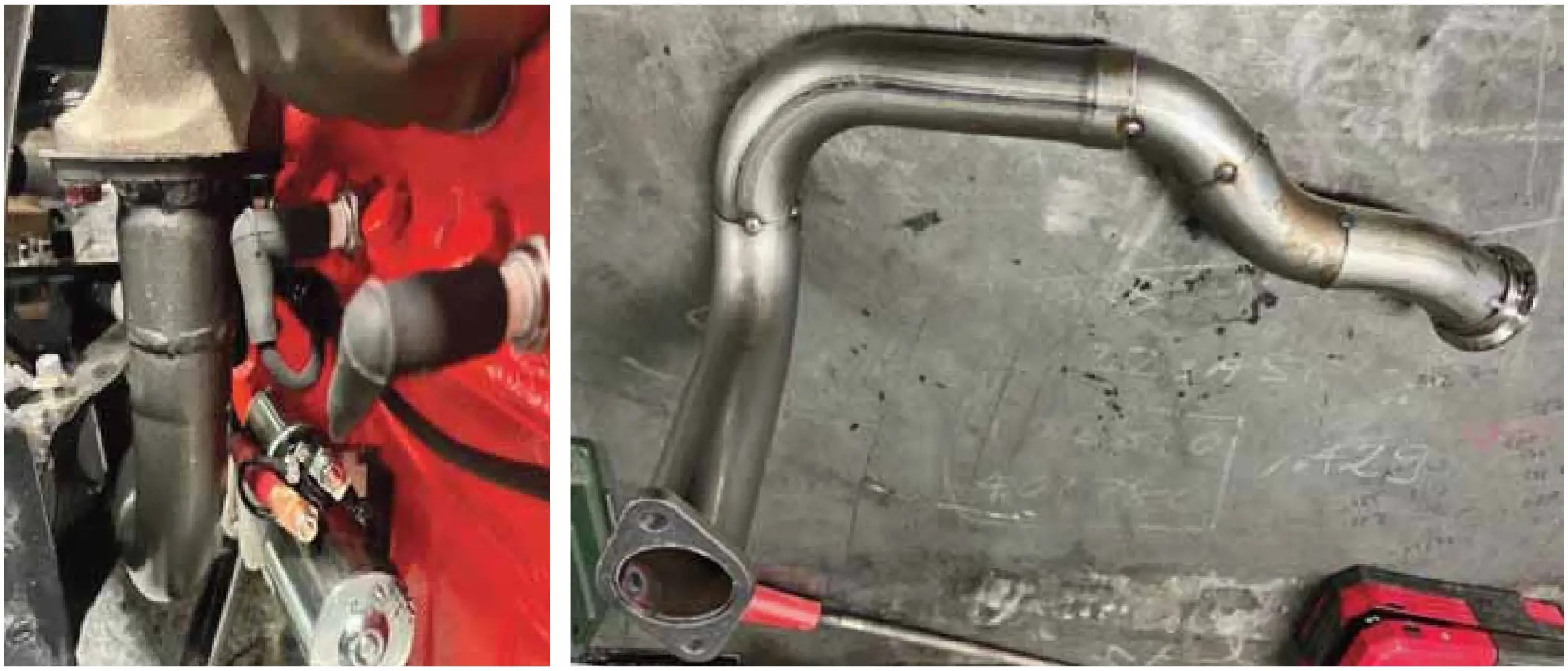
By Rob Boyd



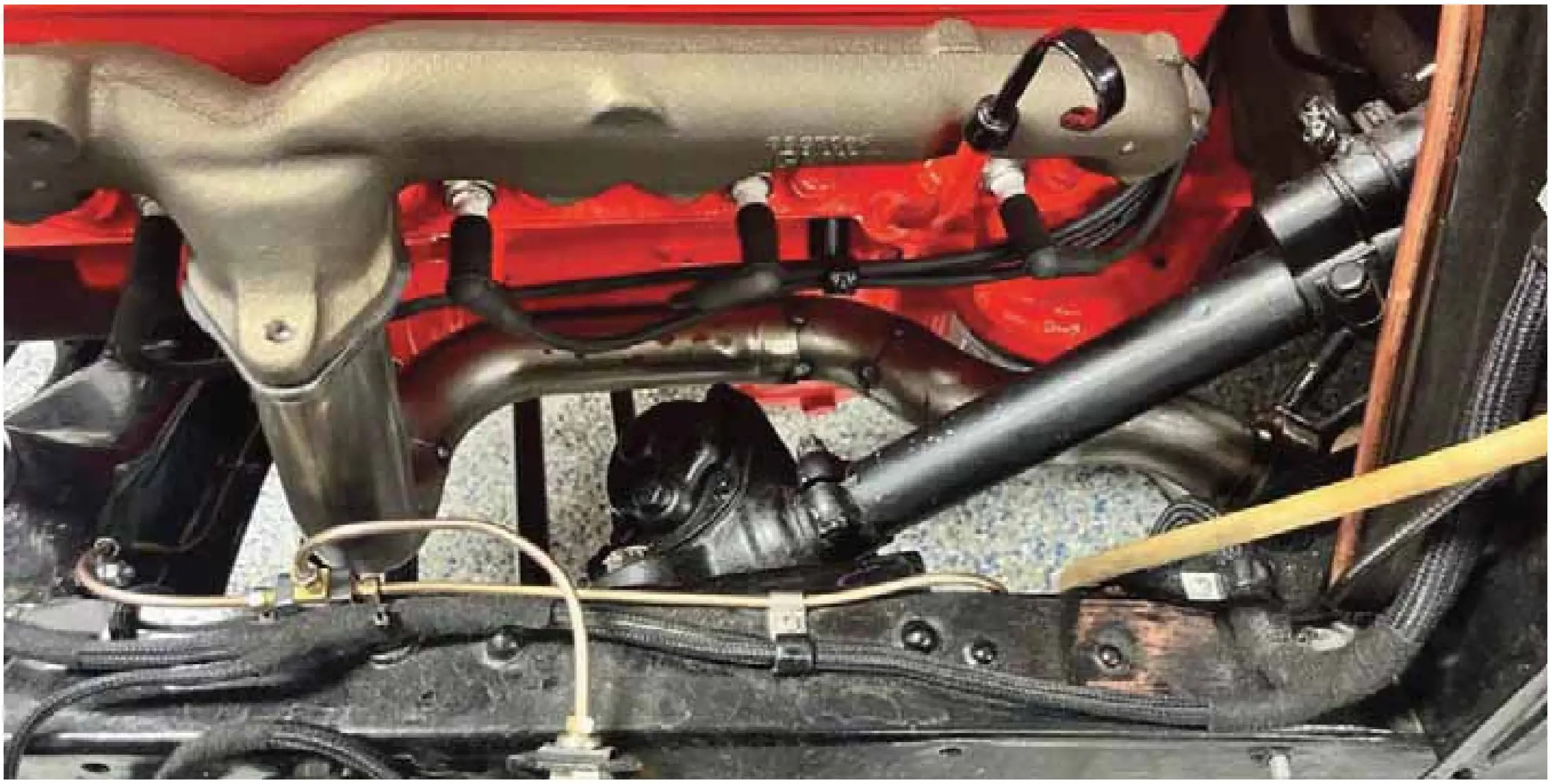


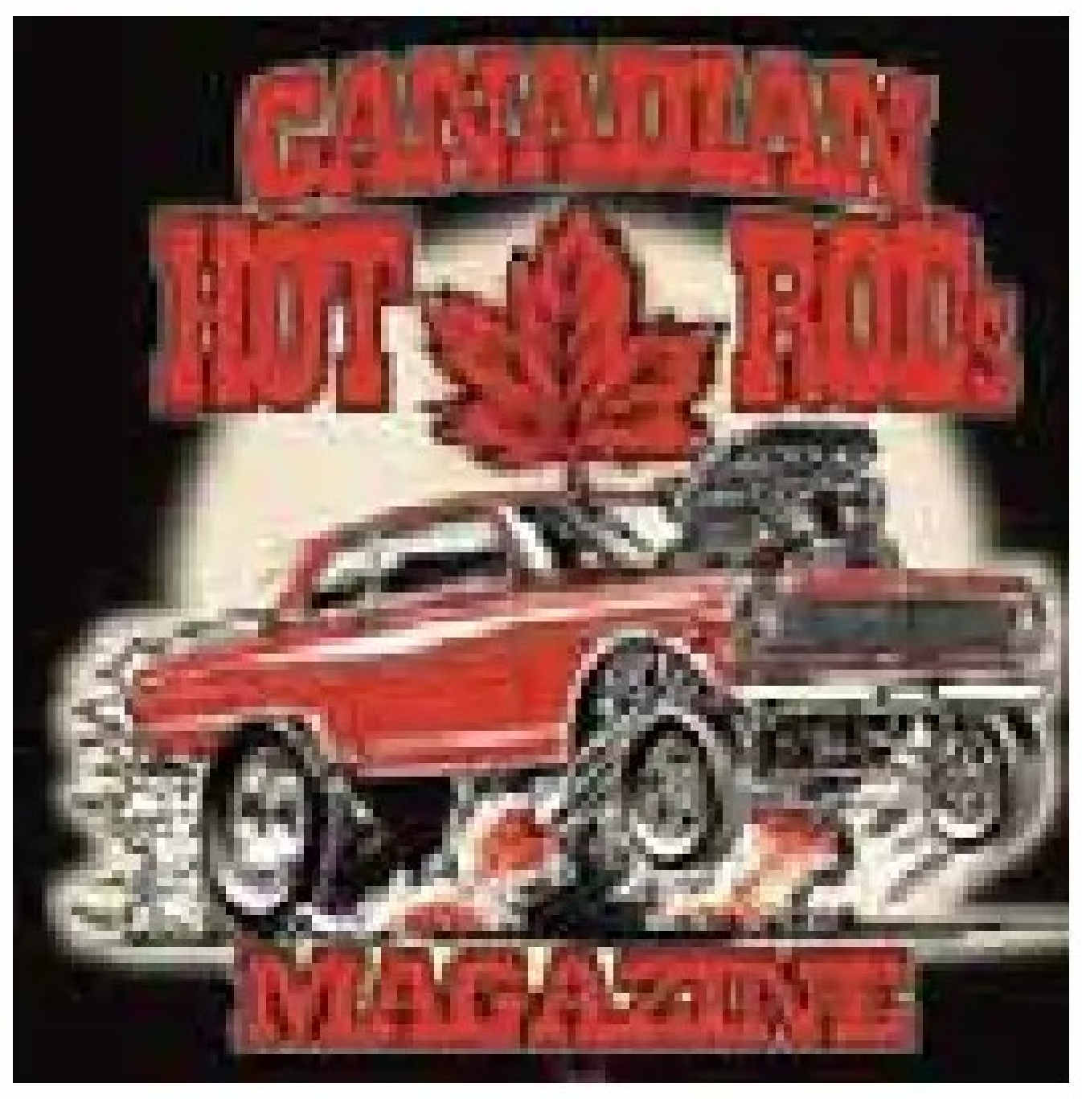
The original biscuit engine mounts were reused with some ¼” spacers, yellow arrow, to make sure I had sufficient clearance between the oil pan and front crossmember. The original flathead uses Anti clutch chatter rods — red arrow, driver side — to help located the engine fore and aft. Inset is the stock mounting area. Without these anti-chatter rods the clutch can chatter on start up as the torque tube driveline can shift the engine causing the clutch to engage too far and fast. As you can see from the photos below left and right, the original anti-chatter rod ends were cut off and threaded to accept some — yellow arrow — 3/8” HEIM joints. Unlike the flathead the 283 has no provisions for mounting the rods to the bell housing so I used two bell housing bolts and created a bracket — red arrow — that would give me a location to mount the anti-chatter rods. The driver’s side, photo below right, had to be modified to allow clearance for the 2/3 shift linkage





Original 265 exhaust manifolds were sourced for my swap so they were blasted and treated to a coat of high temperature paint. The front exit on the driver's side manifold gives lots of clearance around the steering box, though the actual piping from the manifold required some fancy work. Once blotted onto the engine new 2-bolt flanges were made out of ¼" plate. The passenger side was easy as it only required a 90 degree elbow and some extra straight tube to connect back to the Flathead system but the steering box presented a space challenge so multiple bends and twists were need to get around the steering box and oil filter.Both sides of the new exhaust were then connected to the original exhaust with V band clamps just underneath the cab.





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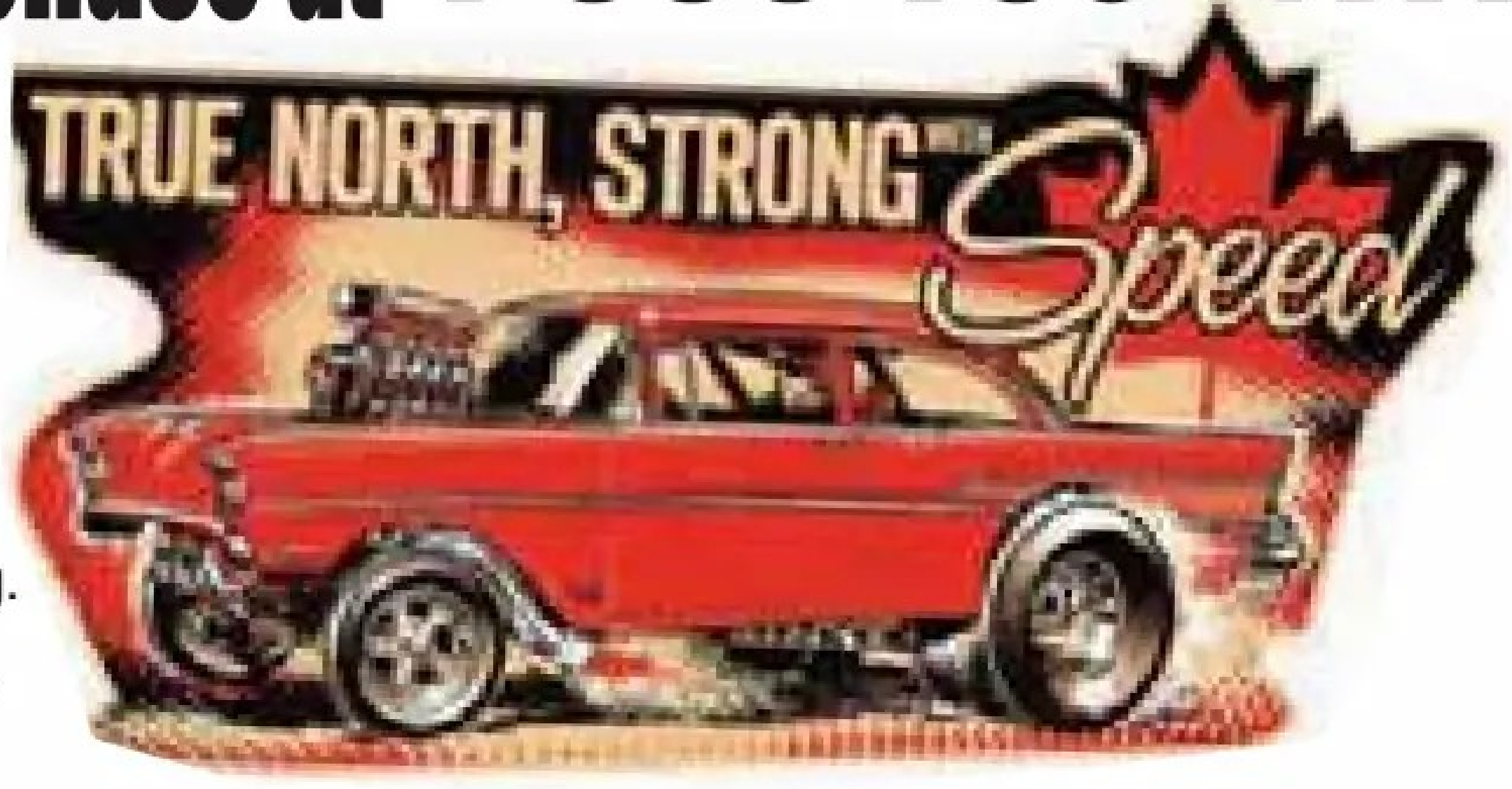

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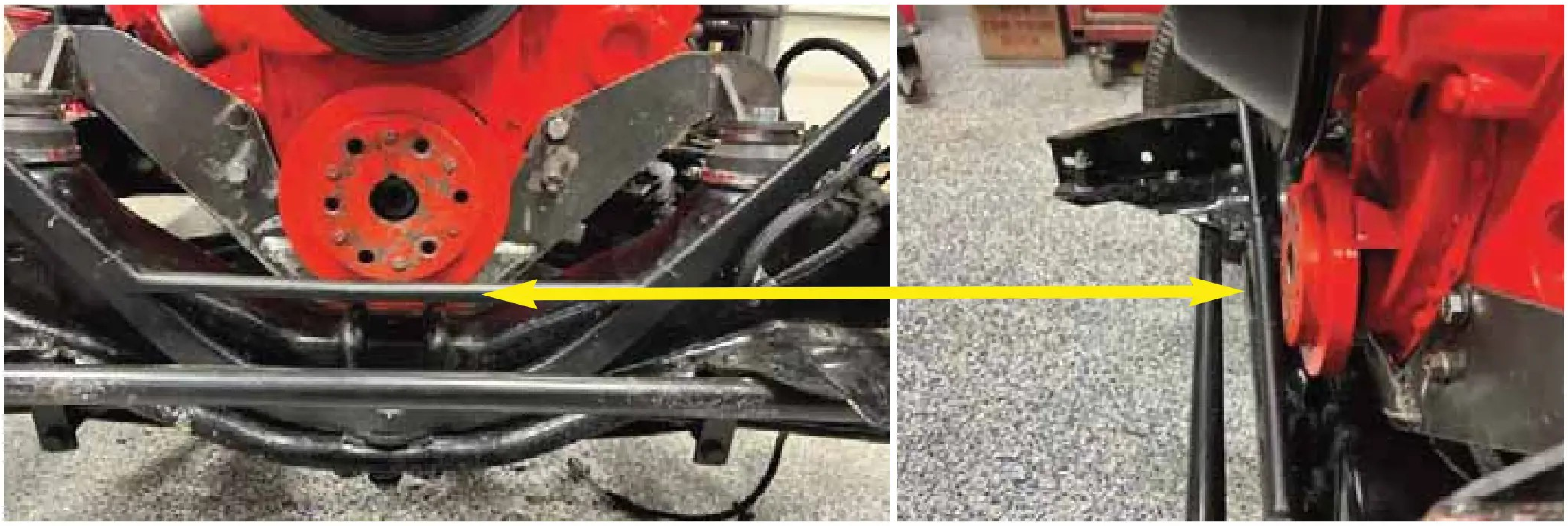
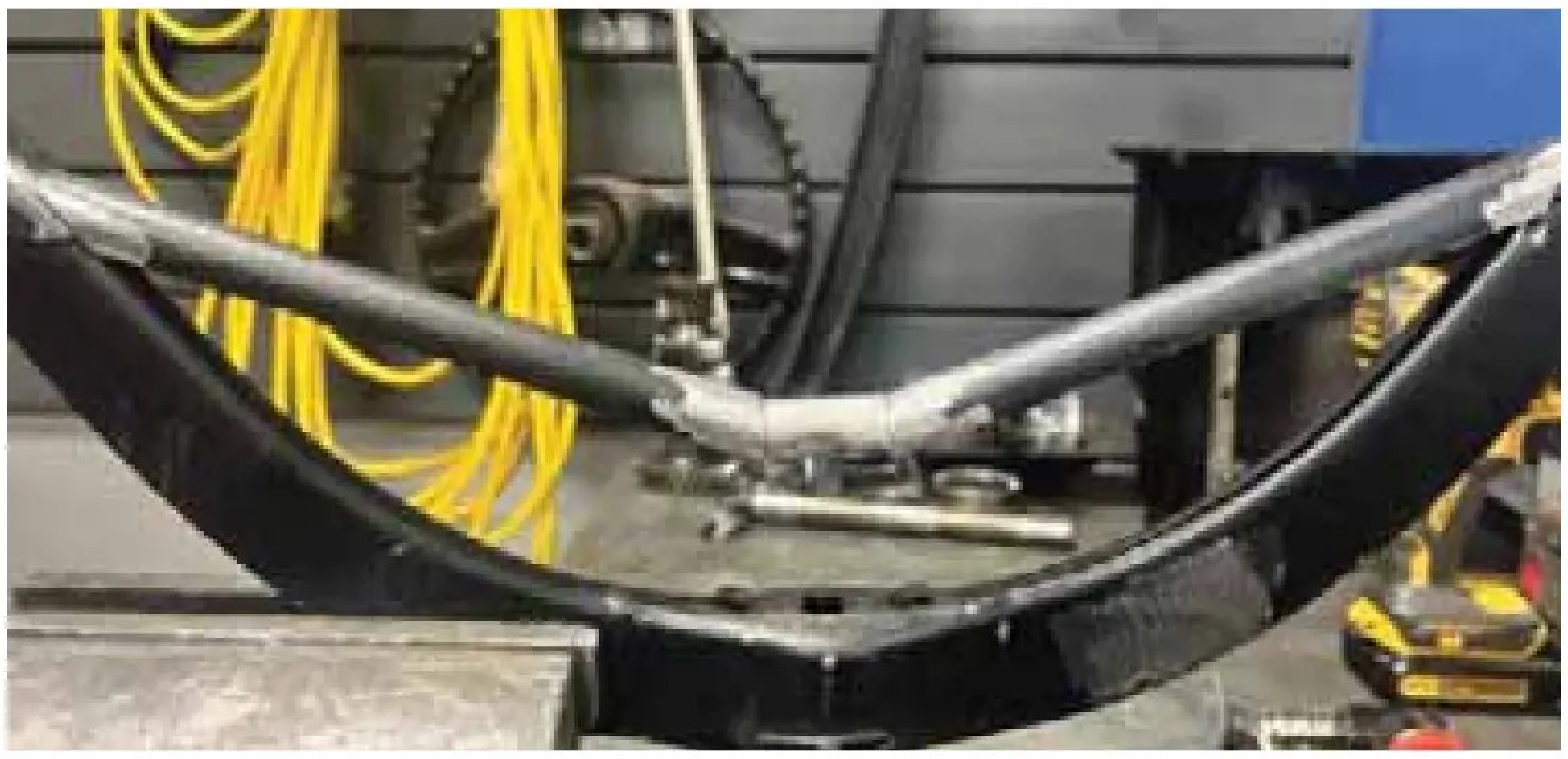
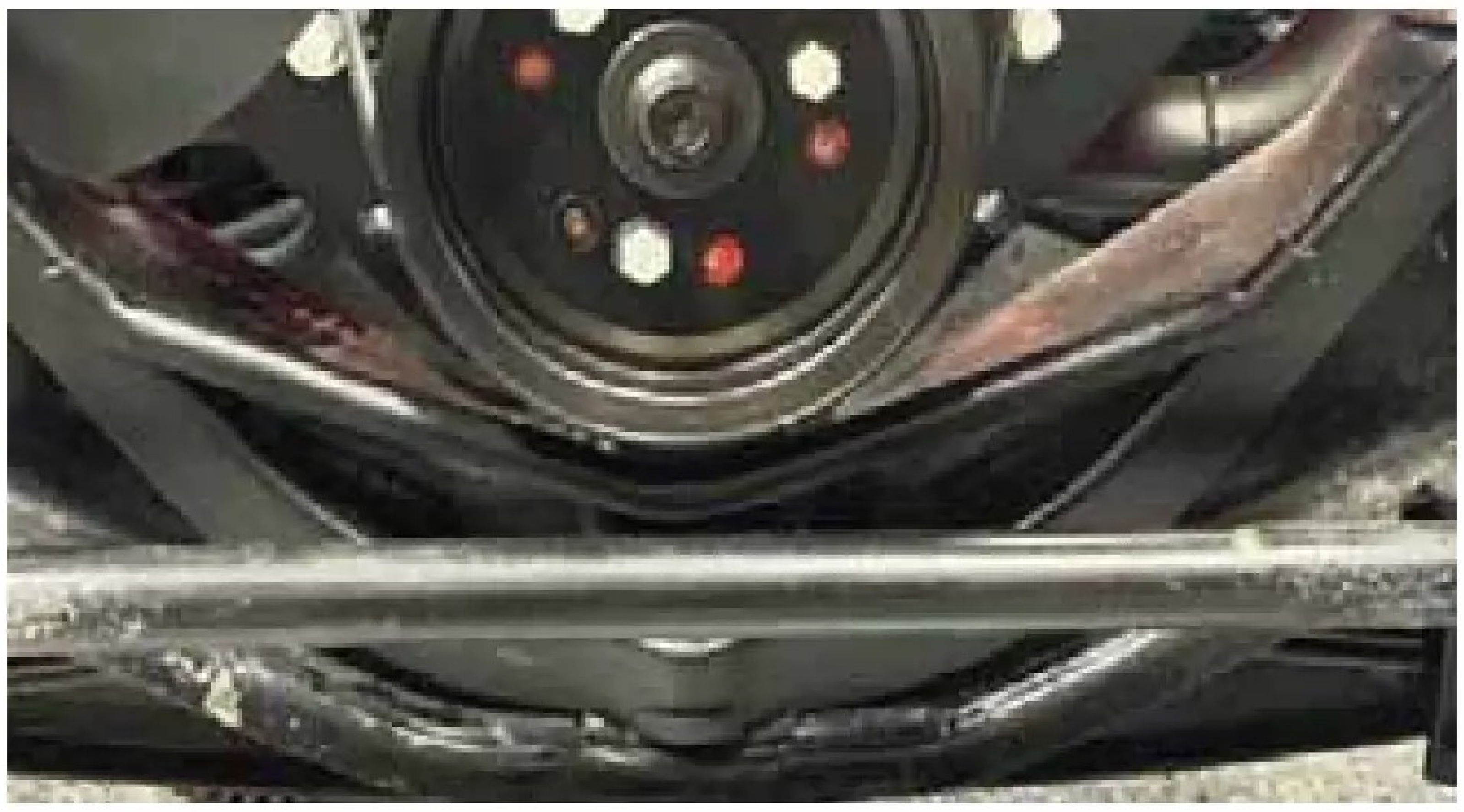
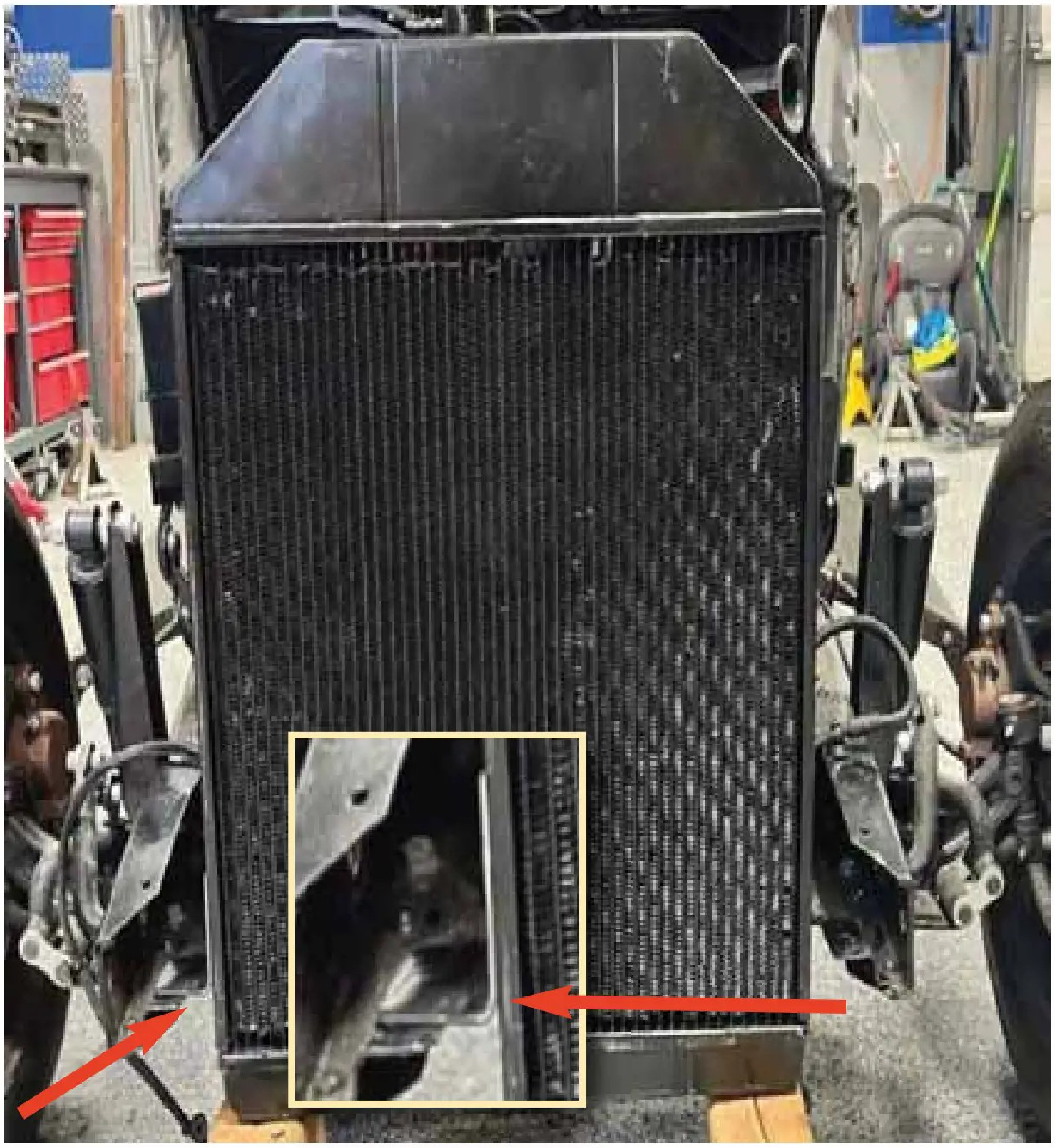


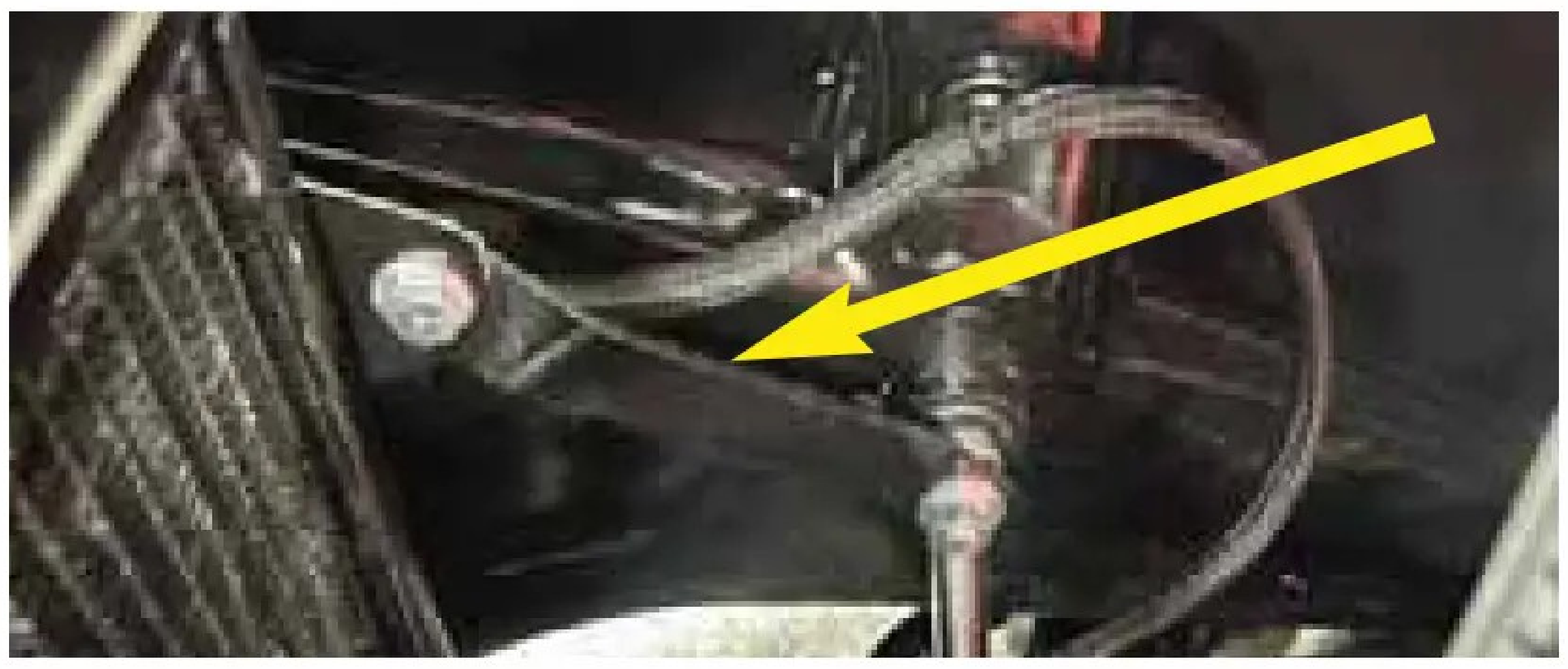
The original fender support yoke — yellow arrow — interfered with the 283 Crankshaft pulley. The yoke center brace was cut and bent down, photo below left and right, to clear the pulley and a new piece was formed and welded in creating a fender yoke that cleared crankshaft pulley.

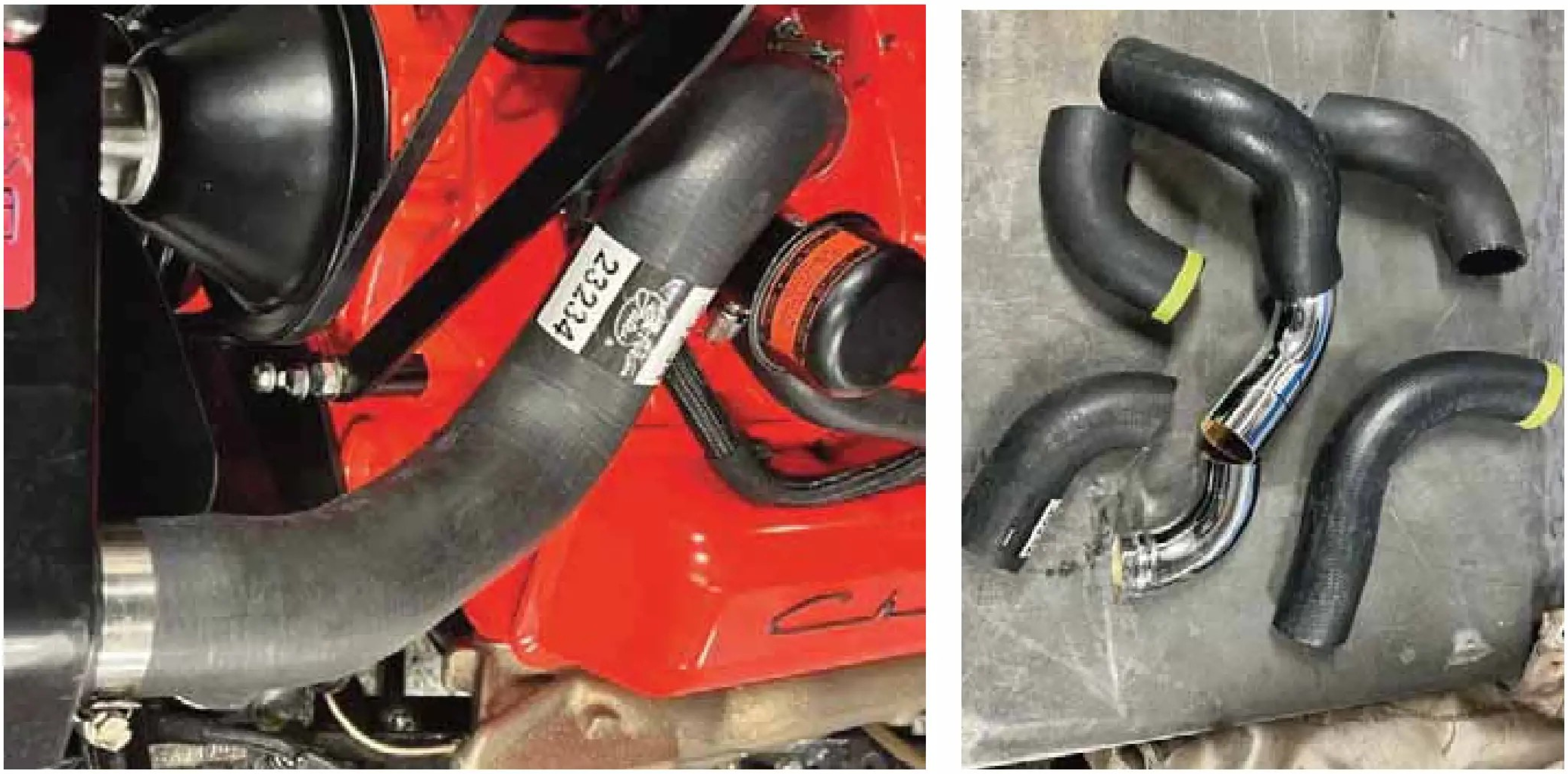




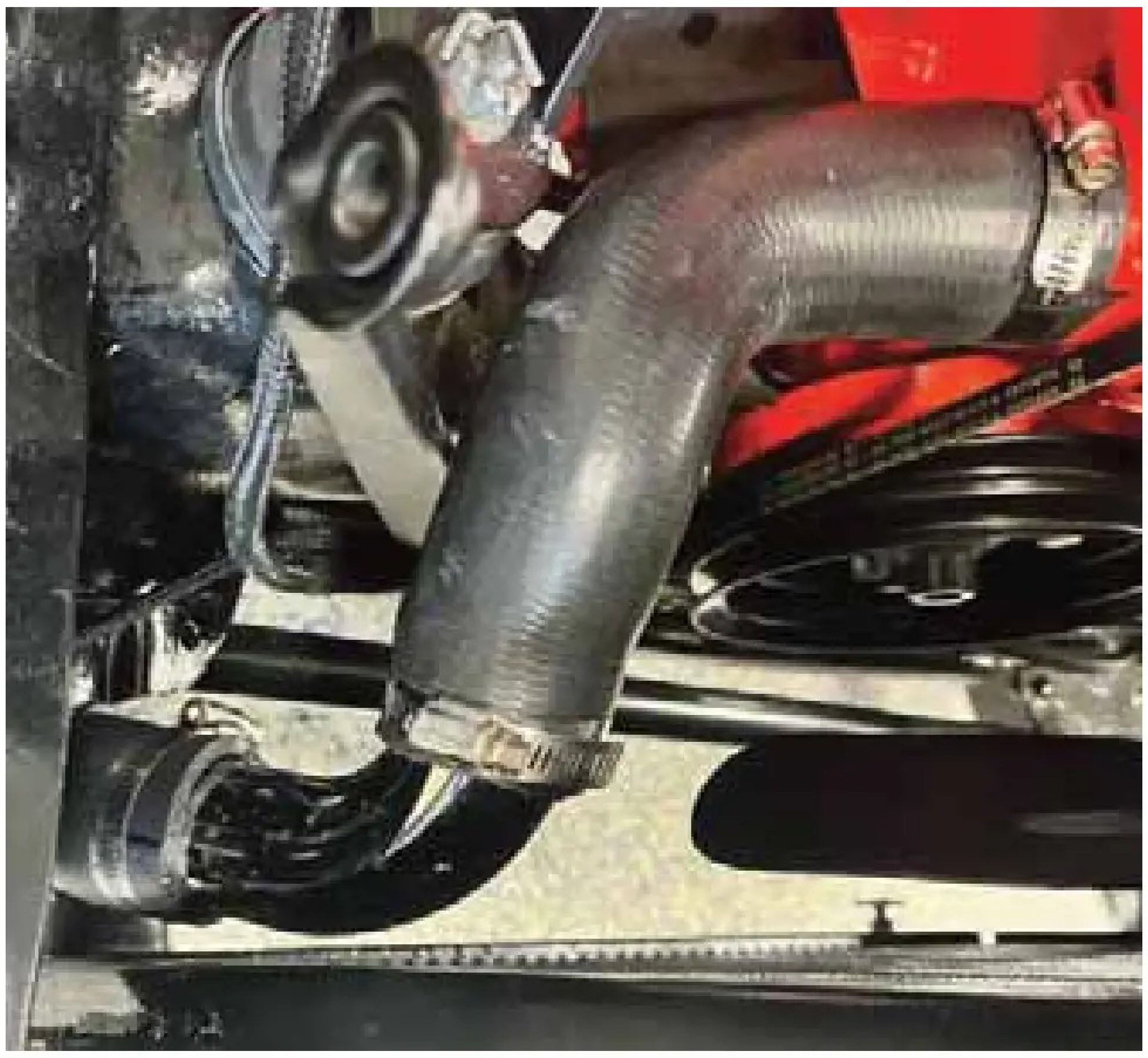


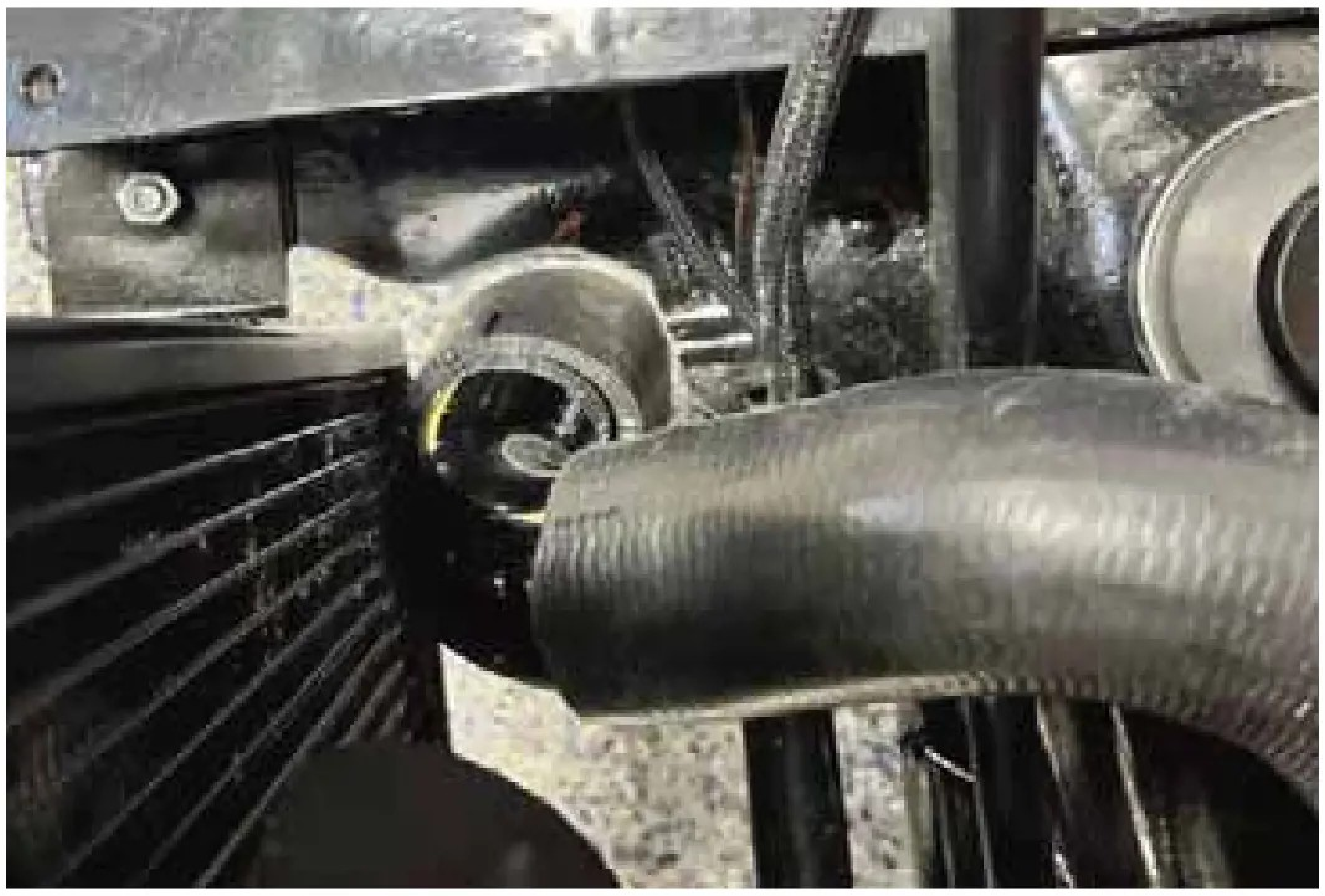
The original radiator was well past its prime and had multiple core leaks. I called Don's Radiator — see their ads on page 74 of this issue — in Lethbridge, AB and had him build me a new radiator with the correct ports for the SBC, including a 90 degree lower inlet too clear the front sway bar. I mocked up the new radiator trying to lift it higher to better center to fan but not interfere with the hood when it was shut. Once the correct height was found the L bracket mounts were welded to the side of the radiator — red arrow and inset photo — and bolted to the original location in the frame. Below, with the radiator mounted I created support brackets — yellow arrow — to tie the top of the radiator into the front fender yoke as it was originally mounted. The R/H radiator frame mounting bracket required some slight grinding to clear the new lower radiator hose





I was able to shorten a Gates 23234 hose for the top radiator hose and just needed to slightly bend the oil fill tube so the hose did not touch the breather. The lower hose was a lot more work. I tried finding a remolded hose that would fit but came up empty handed. I ended up cutting up a few molded hoses to get the bends I needed. I then joined the two hoses together by cutting down and using the 90° steel pipe from the flathead.





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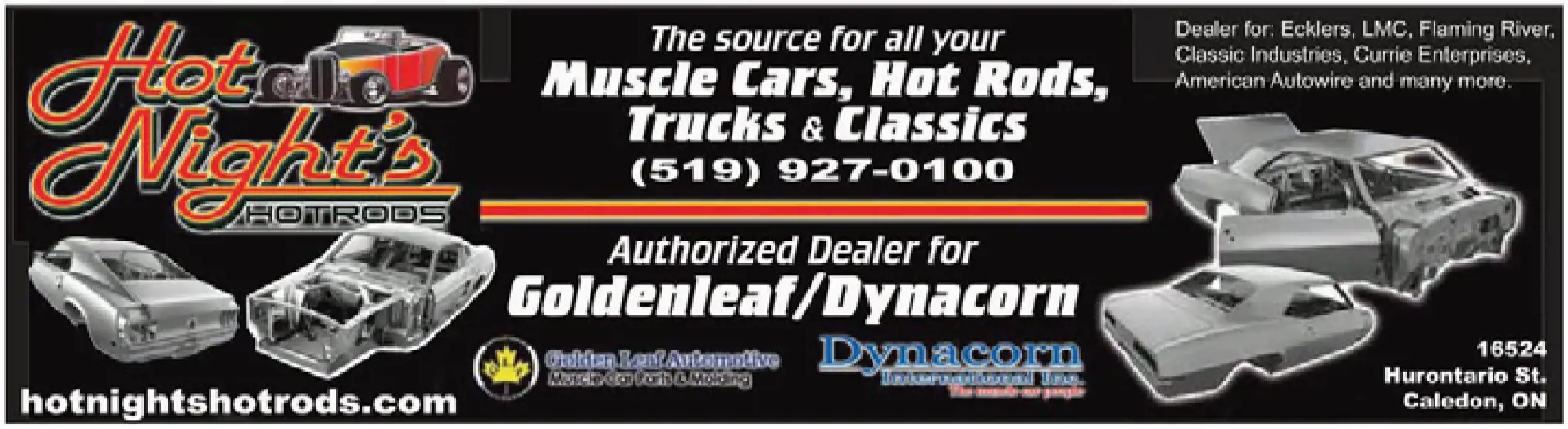
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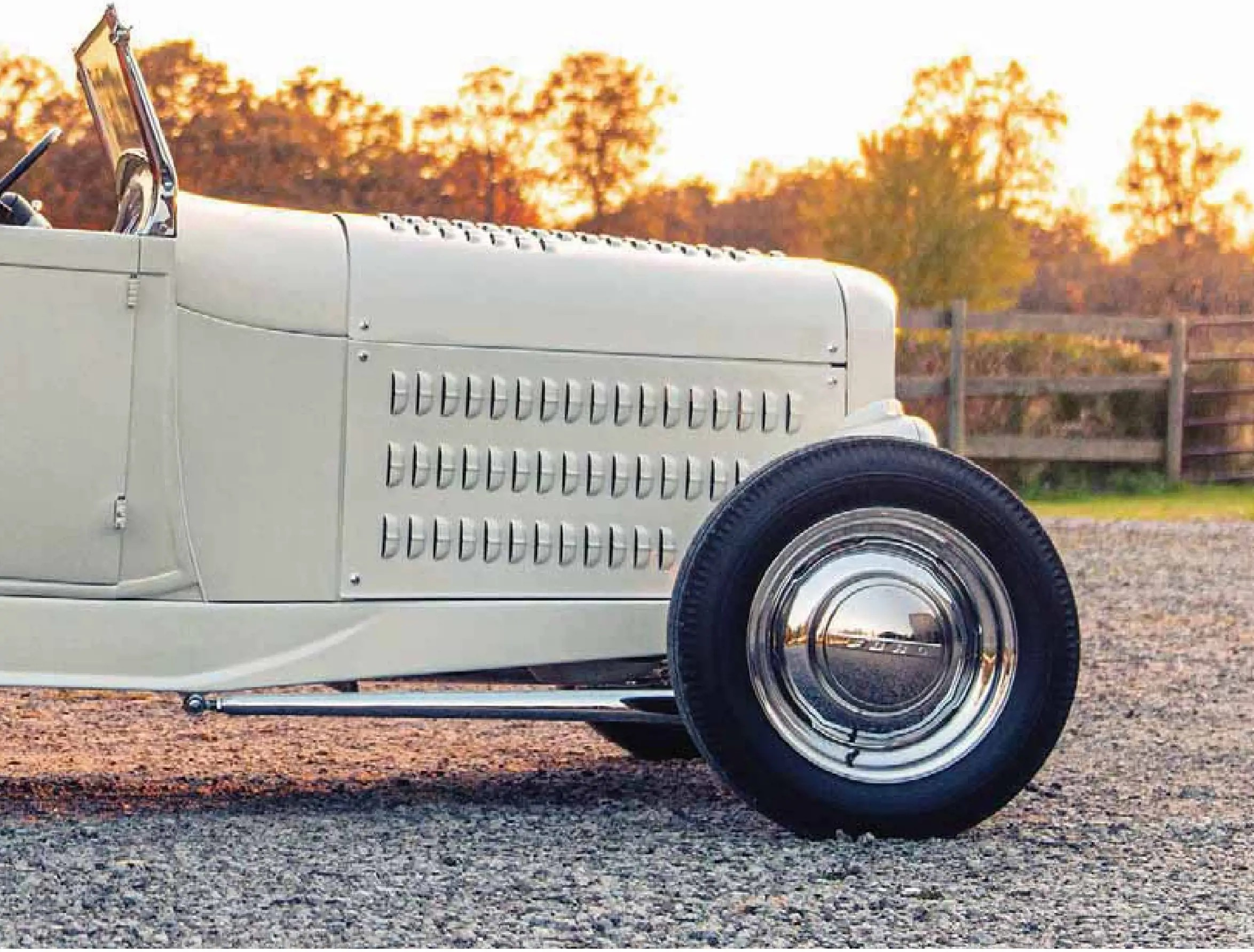
Photos by Kenny Kroeker/Story by Terry Denomme

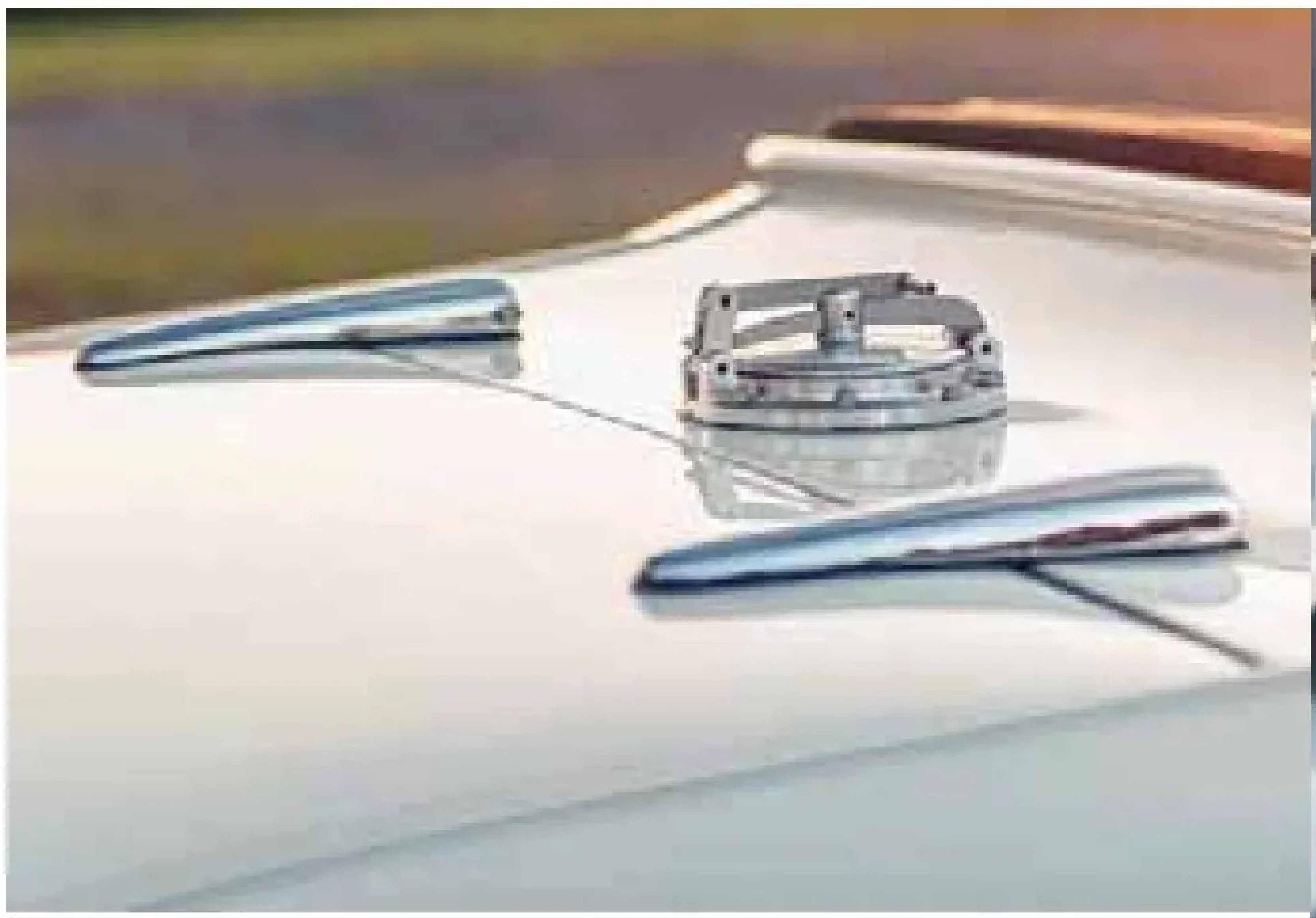
SMOKE SHOW ROADSTER

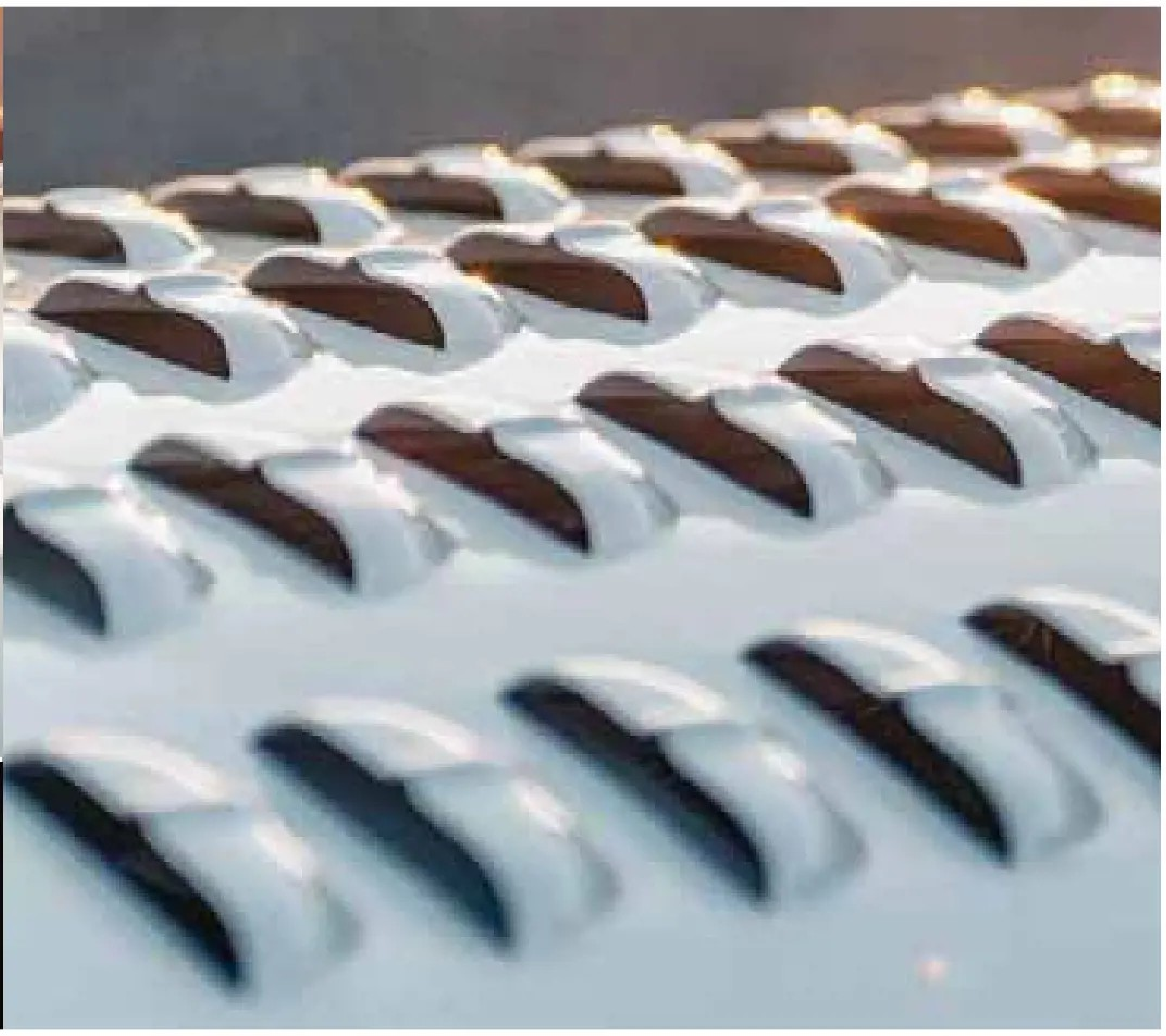
The origins of the term hot rod have long been associated with 1920s and '30s era roadsters modified by their young owners to go faster. This often meant not only engine modifications but weight reduction most popularly manifested in the form of a stripped down, fenderless, roadster. Gow-job was the popular term before WWII, but in the mid-to-late '40s such modified vehicles were often described as hot roadsters, which was easy to abbreviate to hot rod.

Andrew Reinhardt is an automotive enthusiast who, as the owner of Barbecue Canada, is also a pitmaster. He knows a thing or two about hot food and hot cars, so it's pretty natural he decided he wanted to build a traditional hot rod. He owes his early automotive leanings to his uncle Dan Everett who is still into old cars. Reinhardt's first car was a '72 Olds Cutlass, then came a '68 El Camino SS396 and among others a '51 International pickup with 427 Chevy power and a '31 Dodge coupe with 454 Chevy power. He currently has a few cars in his garage, including a Z51 Corvette Stingray which he says satisfies his need for speed on a regular basis.

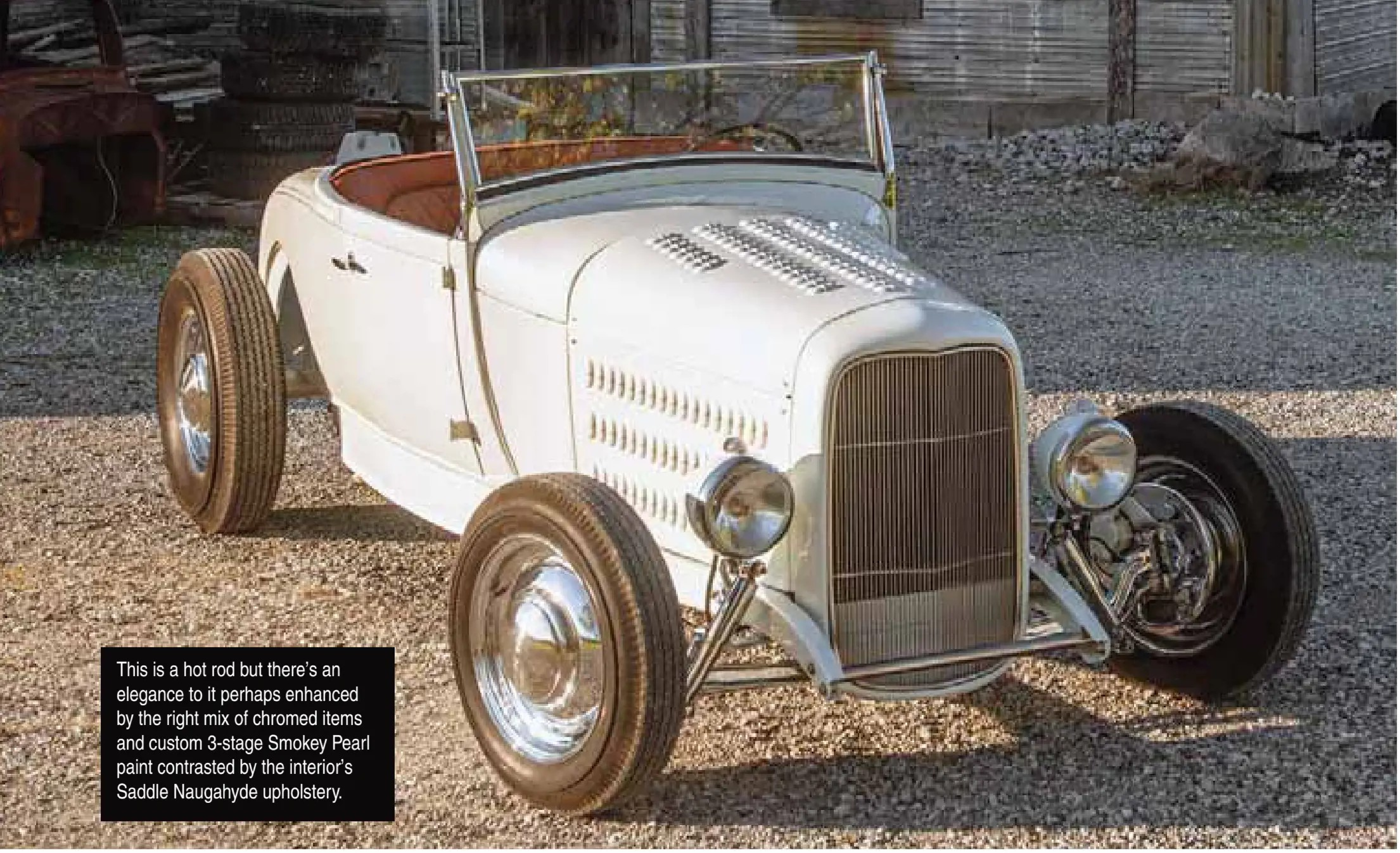
Still, he was continually drawn to traditional hot rods and when he found a 1929 Model A Ford roadster for sale he decided to pull the trigger. "It was put together in the '80s," says Reinhardt of the roadster, adding it was rough but seemed liked a good platform to start with.







The cool latched gas cap was a swap meet find and the deck lid hinges are actually shaved and reshaped 1950 Ford shoebox items. At right, the 3-piece hood is completely custom made at Binbrook Speed. The louver count is 149 and they were made with Binbrook's rare Tuck Industries, 3" full peaked dies. The hood is removable and you can run the top without the sides to display the engine.



This is a hot rod but there's an elegance to it perhaps enhanced by the right mix of chromed items and custom 3-stage Smokey Pearl paint contrasted by the interior's Saddle Naugahyde upholstery.

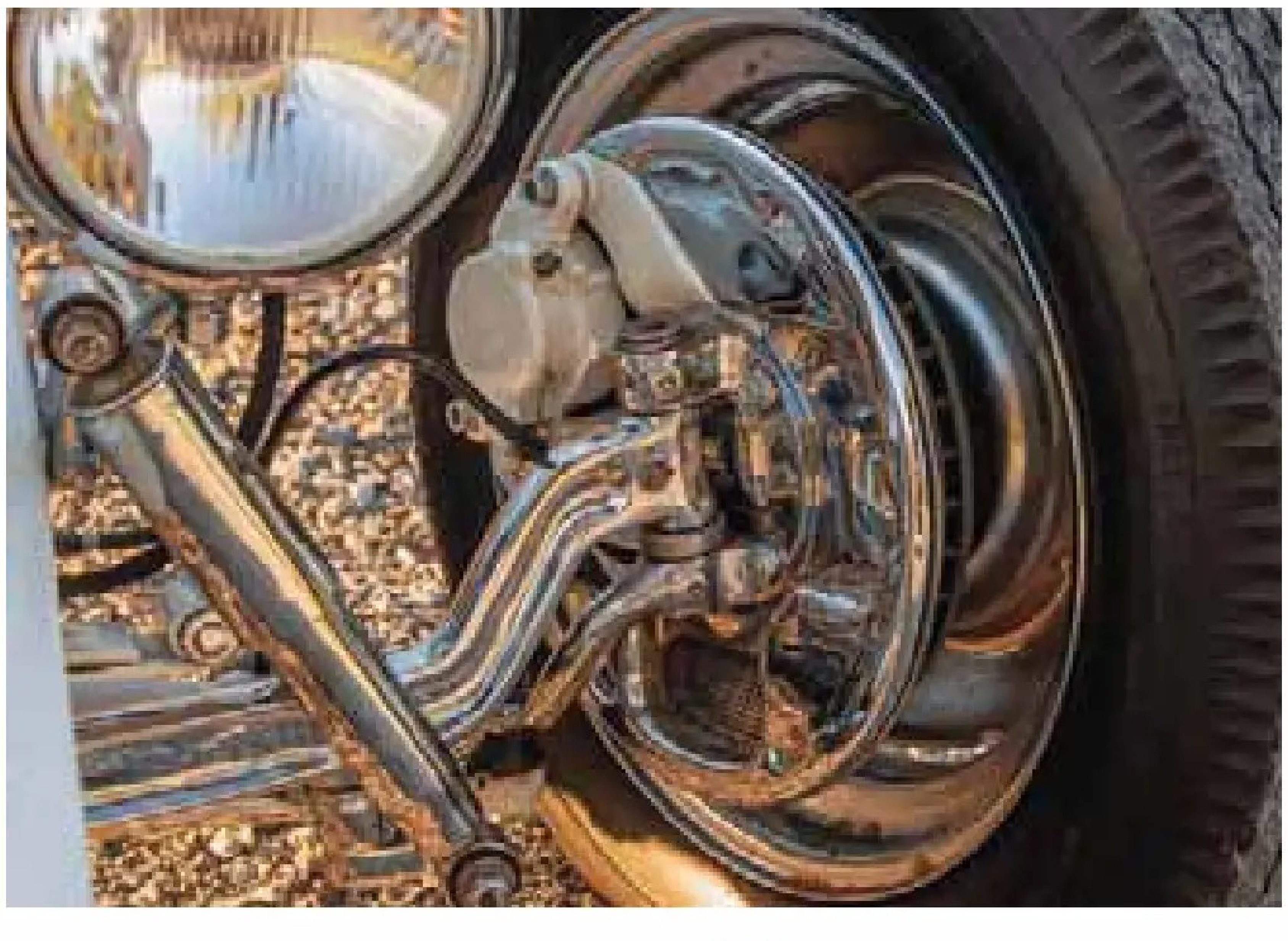
In particular he really liked a few built by Keith MacIntyre and his crew at Binbrook Speed & Custom. "I saw the Dirty Dandelion (a '27 Chevy) in Canadian Hot Rods," says Reinhardt, he thought the car was beautiful.

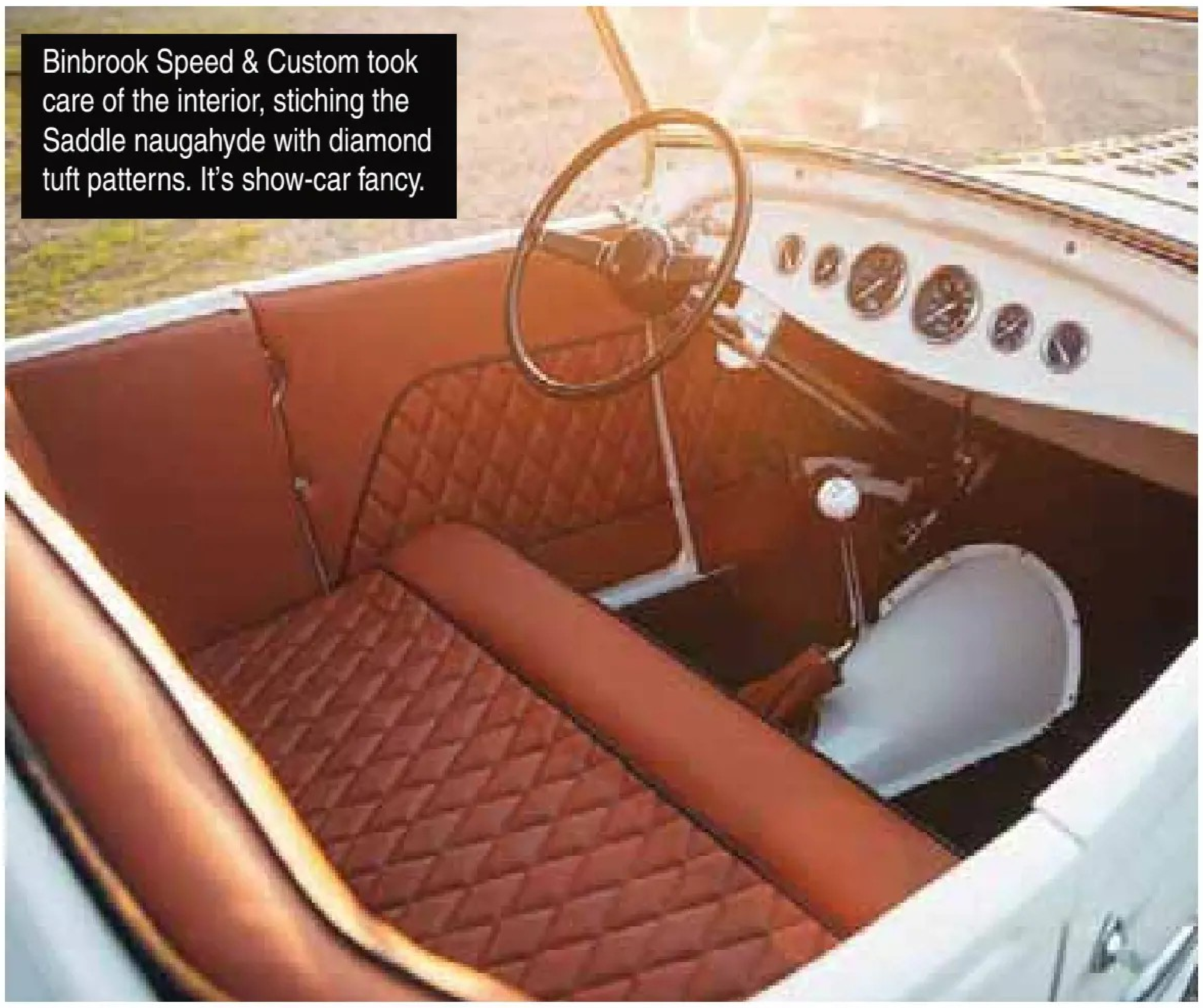
It was a chance meeting between MacIntyre and Reinhardt's uncle Everett that brought them together. "My uncle was selling some 4-bbl carbs and Keith came to his house to buy them and they got talking about other cars and I think I'd bought the roadster a month before," says Reinhardt. That meeting led to Reinhardt and MacIntyre eventually meeting and deciding to work together on our featured '29 Model A Roadster.

Once the roadster was dropped off at Binbrook Speed & Custom it was discovered to be a Bondo buggy in need of extensive sheet metal work. A custom floor, trunk floor and firewall were also fabricated for the roadster which sits on a Binbrook Speed & Custom chassis which started with '32 Ford frame rails, pinched and shaped to follow the contour of the '29 roadster body.

Kohler Kustoms dropped a stock '36 Ford beam axle 2.5" then it was chromed. A Posies Super Slide transverse lowering spring on '40 Ford chromed wishbones and chrome tube shocks provide suspension. Disc brakes (11" rotors) partly hidden by modified and chromed '40 Ford backing plates provide the illusion of drum brakes but without the performance-stopping limits of drum brakes. Out back is a Binbrook-built 9" Ford housing with Strange differential and Eaton Truetrac unit with 3.55 gears and Bears Pro Street 31-spline axles. Afermarket 11" disc brakes and calipers boost this roadster's stopping power. Rear suspension is more street rod like, with Binbrook-built ladder bars and QA1 coilover springs.

Wheels are 16x4.5" chromed Wheel Smith rollers wrapped in 5.00x16 Firestone bias ply blackwall tires up front and 7.50x16 Firestone bias ply blackwall tires out back. The entire chassis was painted body colour.




Binbrook Speed & Custom took care of the interior, stiching the Saddle naugahyde with diamond tuft patterns. It's show-car fancy.

That body colour is a custom 3-stage mix of pearl white given the name Smokey Pearl in homage to the owner's pitmaster credentials. "I haven't seen a pearl white roadster and I just wanted to keep the car classy but traditional," says Reinhardt of the colour choice. The colour was sprayed, as was the chassis, by Back Corner Studios.

Besides the aforementioned sheet metal repairs, at the owner's request it received a 3-piece hood which was fabricated at Binbrook Speed. "The hood was an afterthought Andrew insisted on me building," says MacIntyre, who was reluctant to do it. "It turns out it transformed the car from a mean hot rod to a hot rod with class and elegance." The hood and hood sides are punched with a total of 149 peaked louvers courtesy Binbrook Speed. A stock '29 Model A roadster has a 103.5" wheelbase, so as the chassis has the 106" wheelbase of a stock '32 Ford roadster the hood is 2.5" longer than a stock Model A hood and was tied into the modified, de rigueur '32 Ford grille shell.

To power this roadster, Reinhardt chose a muscle car era Blue Oval icon; a 1971 vintage 351-ci Cleveland small block. It was rebuilt by noted Ontario engine builder Cecil Doran and includes an Edelbrock intake with stock, open chamber Cleveland heads, a Crane Cams cam and Edelbrock 650 cfm 4-bbl carburetor.

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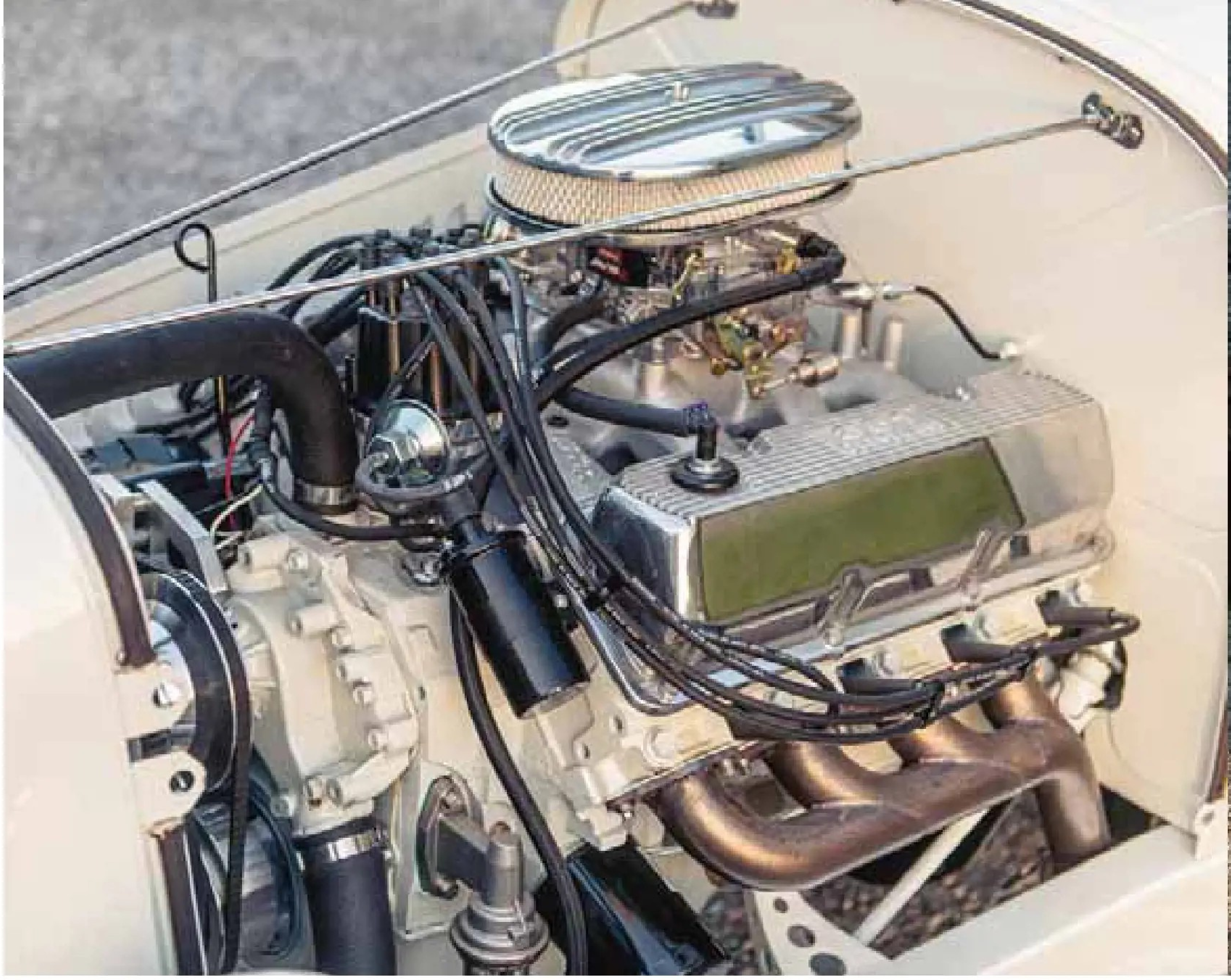


Binbrook Speed built the headers using 304 stainless steel and they flow into 2" 304 ss mandrel bent dual exhaust. There are no mufflers and the exhaust dumps out the side just before the rear tires. A stock 351C was often rated to produce around 300HP but this version likely exceeds that, though even at stock output it would mean this 2,000+lb roadster would be a hoot from stop light to stop light.

The transmission is a 1969 Ford Toploader sourced from a Mustang and is mated to a Hurst Competition Plus Shifter. The shifter handle is actually made from an early Ford 3-speed unit to shaped to suite the build.

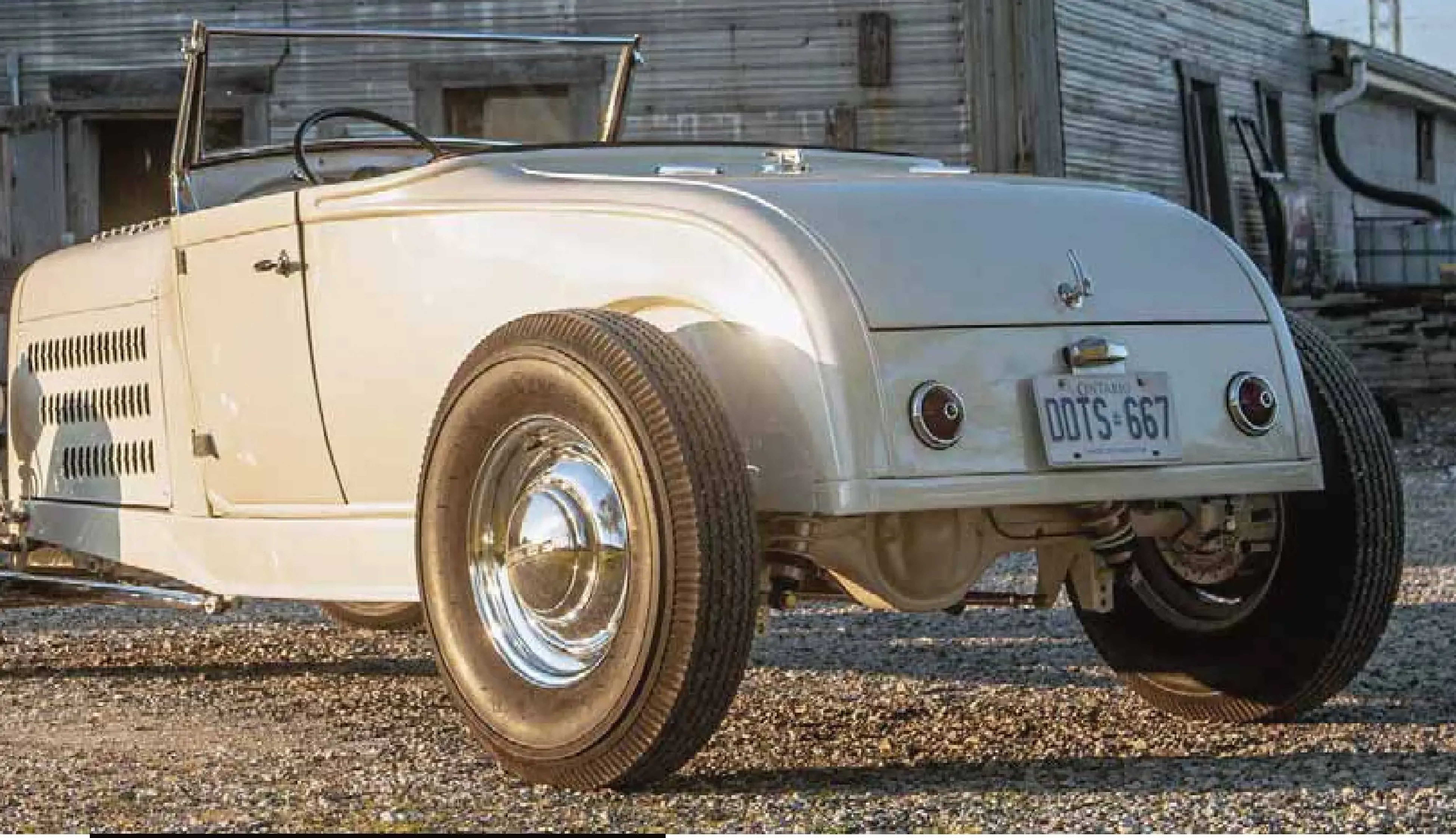
That shifter curves around a Binbrook Speed custom made bench seat which was beautifully stitched in a diamond tufted saddle naugahyde upholstery. The matching door panels and kick panels were also built and upholstered by Binbrook Speed. The dash is a Brookville Roadsters 1932 Ford piece filled with Speedway Motors Black Face vintage look mechanical gauges. The steering column in a chromed aftermarket unit topped by a '40 Ford style steering wheel. The pedals are all '32 Ford. Carpet is '60s style loop.

Reinhardt is 6'3" so the roadster is a bit of a tight fit but since there's no top at least he has a lot of head room. He describes cruising in the roadster as incredible and loves rowing the Toploader's 4-speed gears. "It really takes you back in time and keeps you engaged," he says of the roadster's road manners. "It's like driving a car of the Great Gatsby era with a little more horsepower. It's a torque monster."

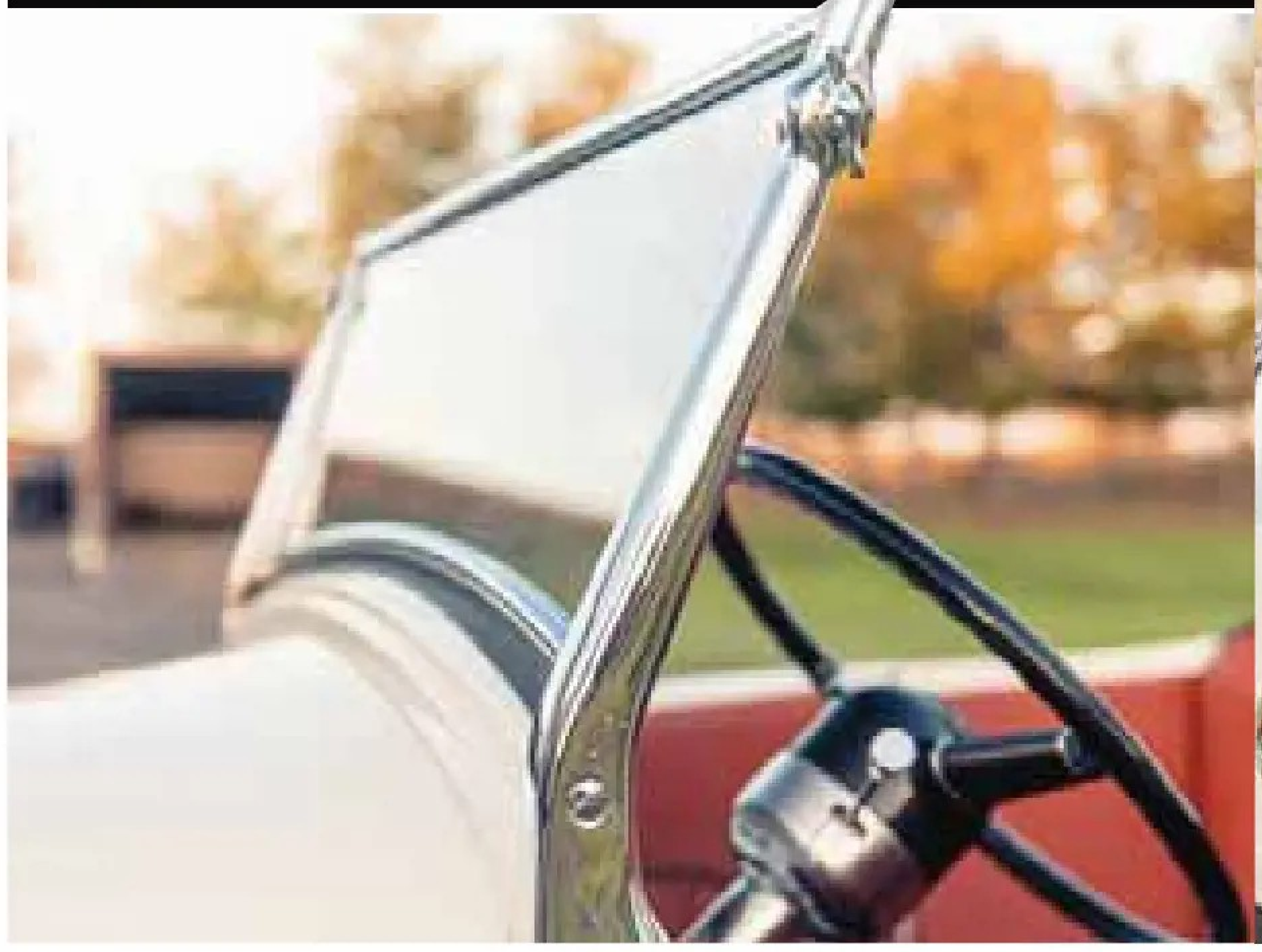
Reinhardt calls his super clean roadster Smoke Show, mainly due to his field of work as a barbecue master but we like to imagine it's also a tribute to that torque monster Cleveland's as yet untested ability to ignite those rear bias plays.

Perhaps one of Reinhardt's favourite parts of building Smoke Show was working with Binbrook Speed & Custom. "I admired Keith's creativity and I gave him a lot of leeway with the build," says Reinhardt. "I trusted him with this vision."

Seems like they make a pretty good team.



Binbrook Speed nailed the hot rod rake on this roadster. Taillights are 1949 Pontiac with blue dots and the headlights are Guide units. The trunk mounted 11-galllon spun aluminum fuel tank, at right, is a Speedway Motors item. Below, the stock Model A windshield posts were chopped 2.5", then wedge cut and laid back.



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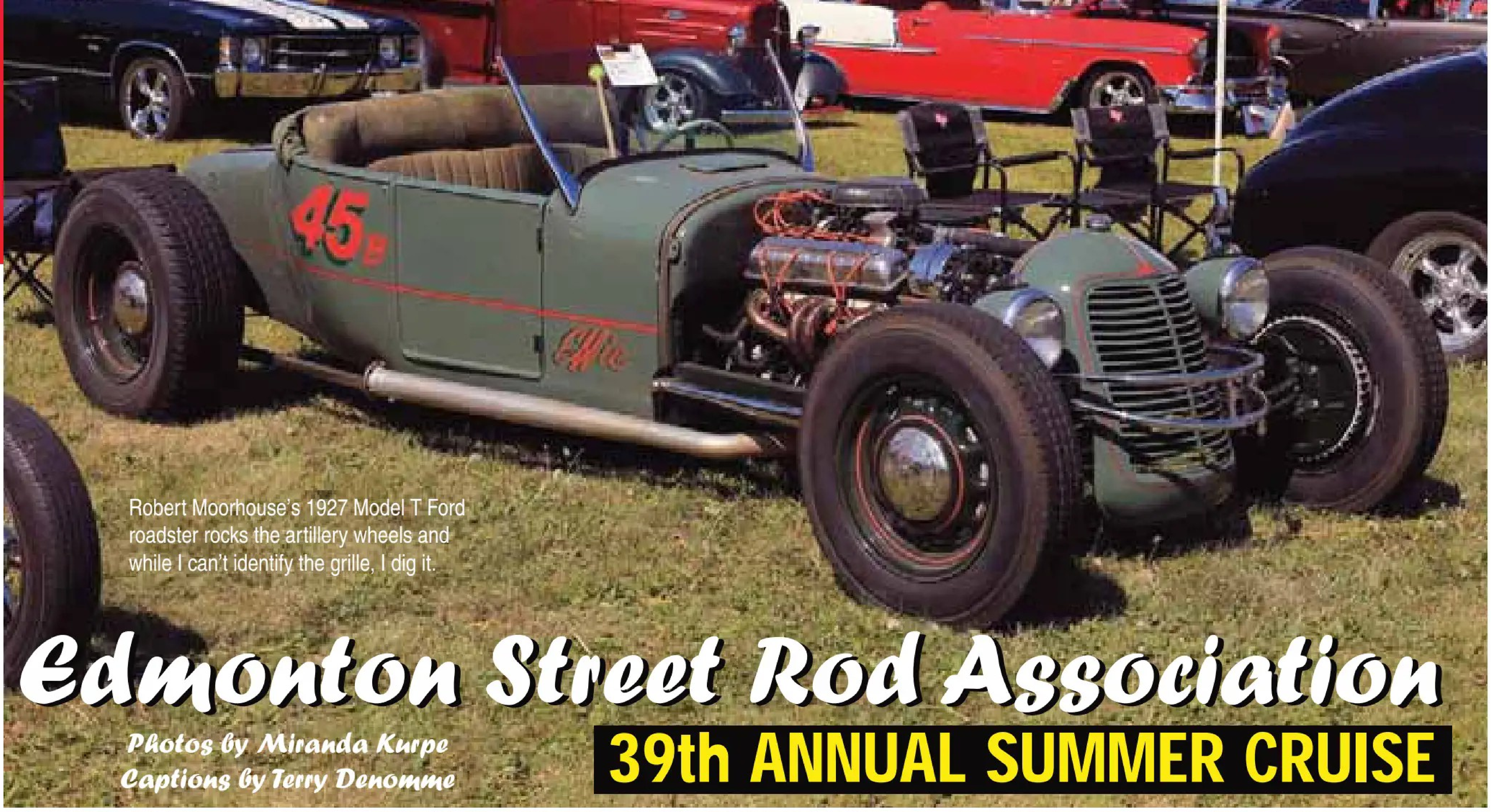


Robert Moorhouse's 1927 Model T Ford roadster rocks the artillery wheels and while I can't identify the grille, I dig it.

Edmonton Street Rod Association

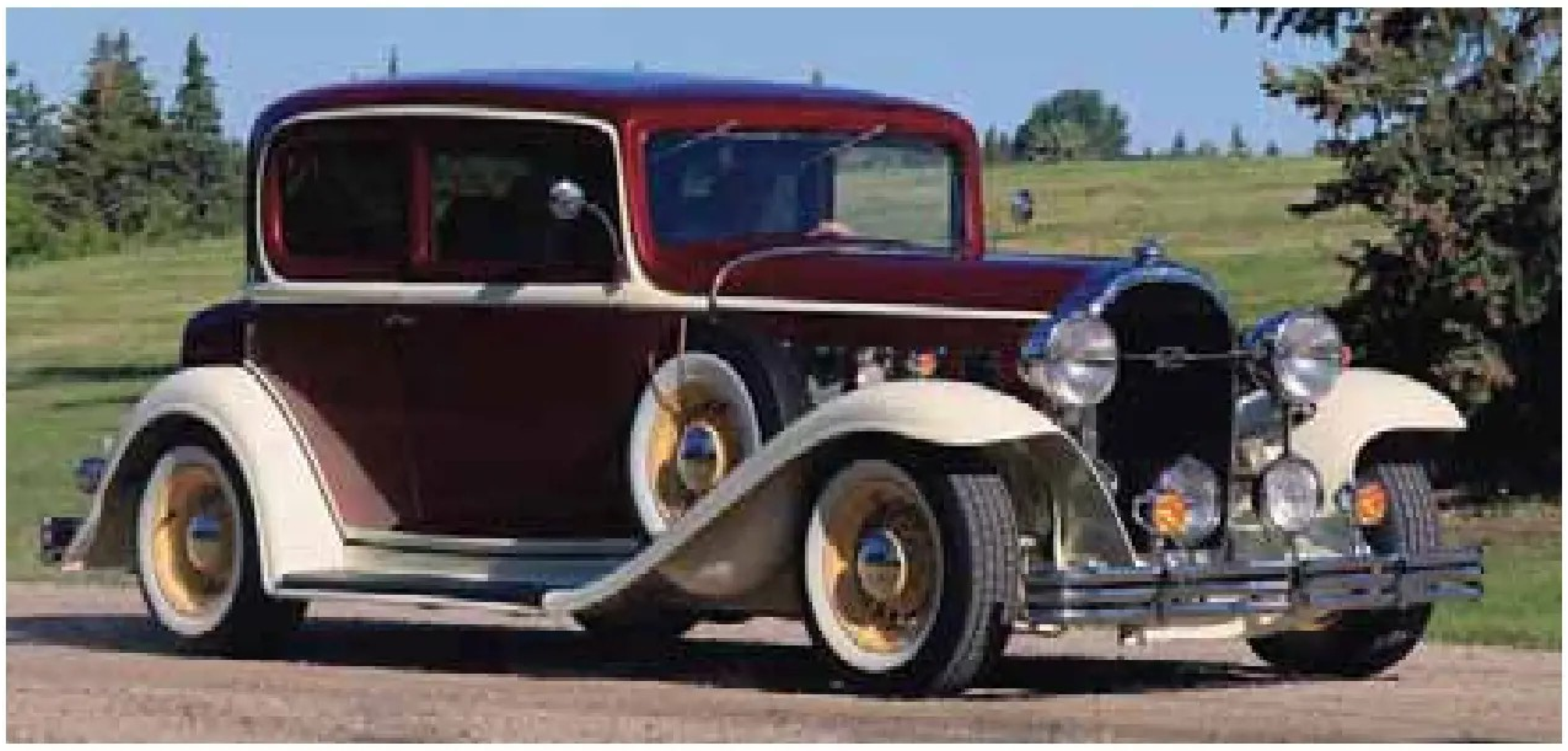
39th ANNUAL SUMMER CRUISE

Photos by Miranda Kurpe
Captions by Terry Denomme

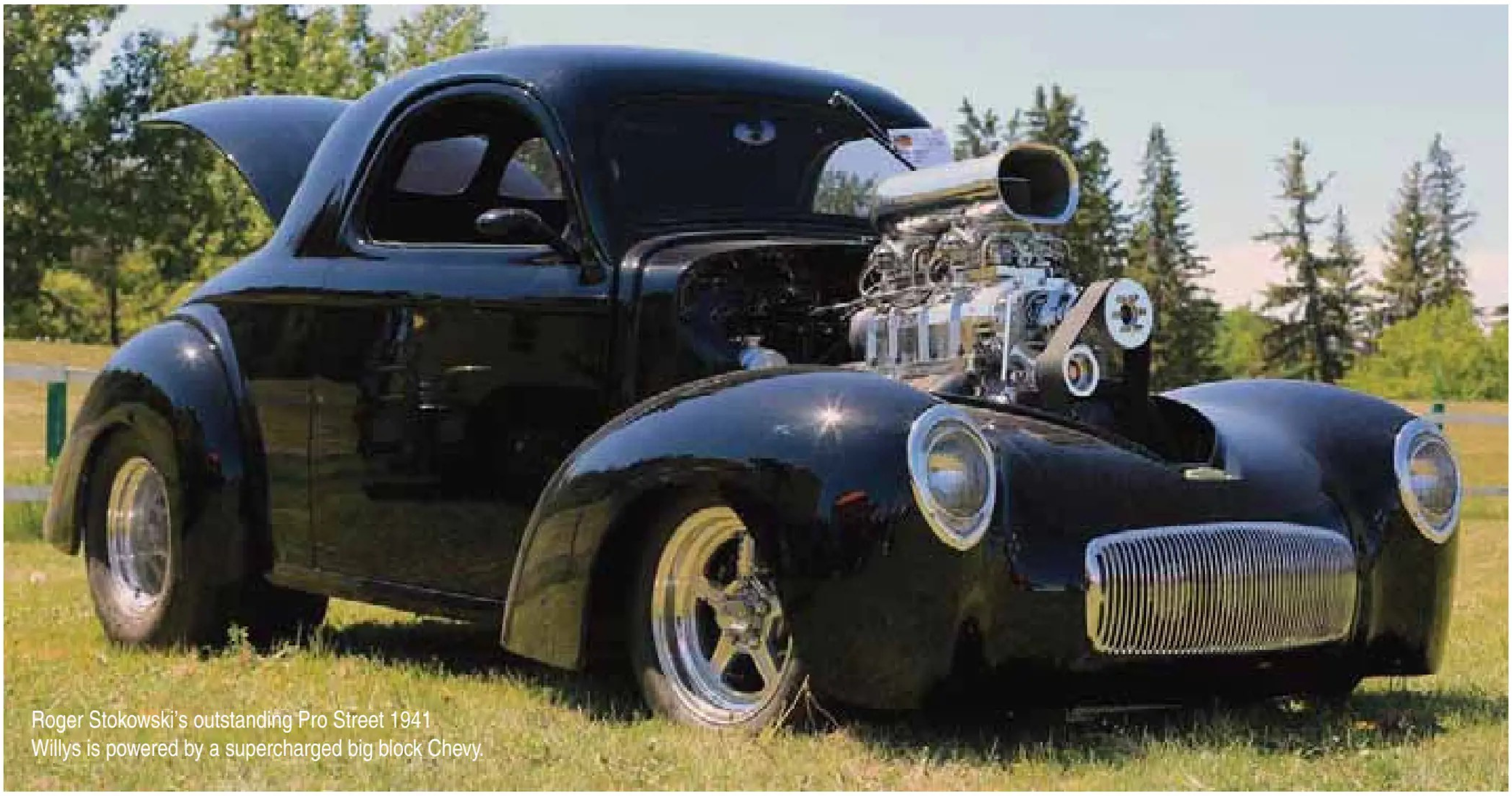
Any show that's been around for almost four decades is bound to bring out some of the coolest cars around, and that was exactly the case with the 39th annual Edmonton Street Rod Association Edmonton Summer Cruise.

The Whitemud Equine Association grounds played host last June 2024 to close to 400 street rods, hot rods, muscle cars, customs and classics.

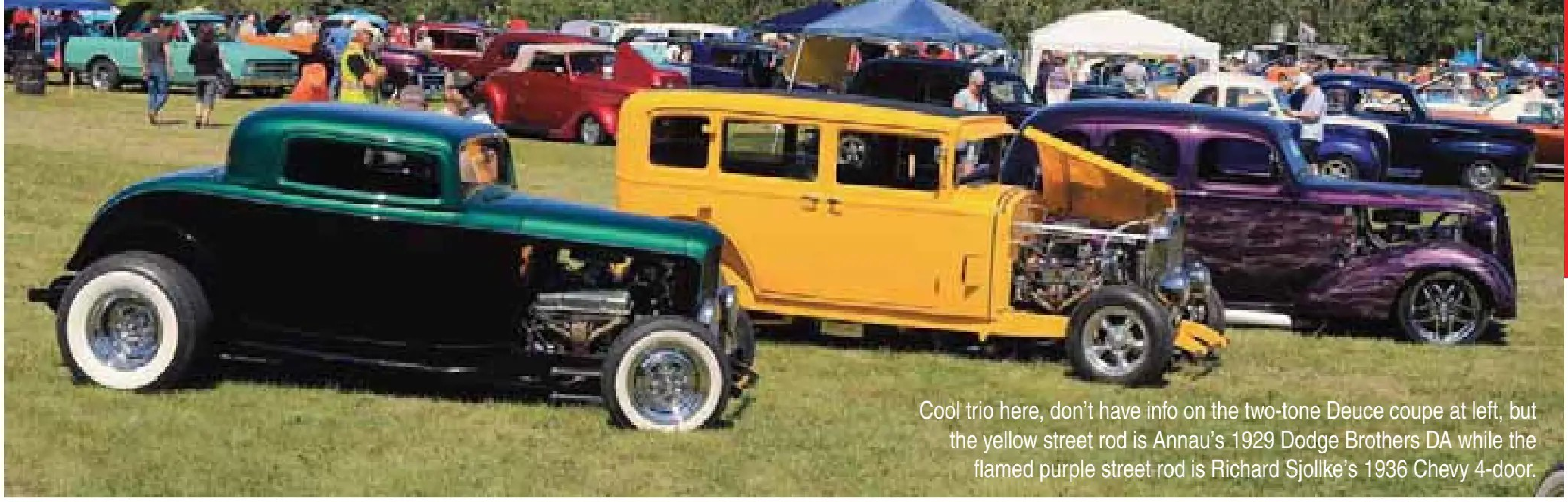
As you're enjoying the photo coverage, courtesy Miranda Kurpe, keep in mind the 40th Annual show is June 21...put it on your calendar and for more info check out https://www.edmontonstreetrods.com.



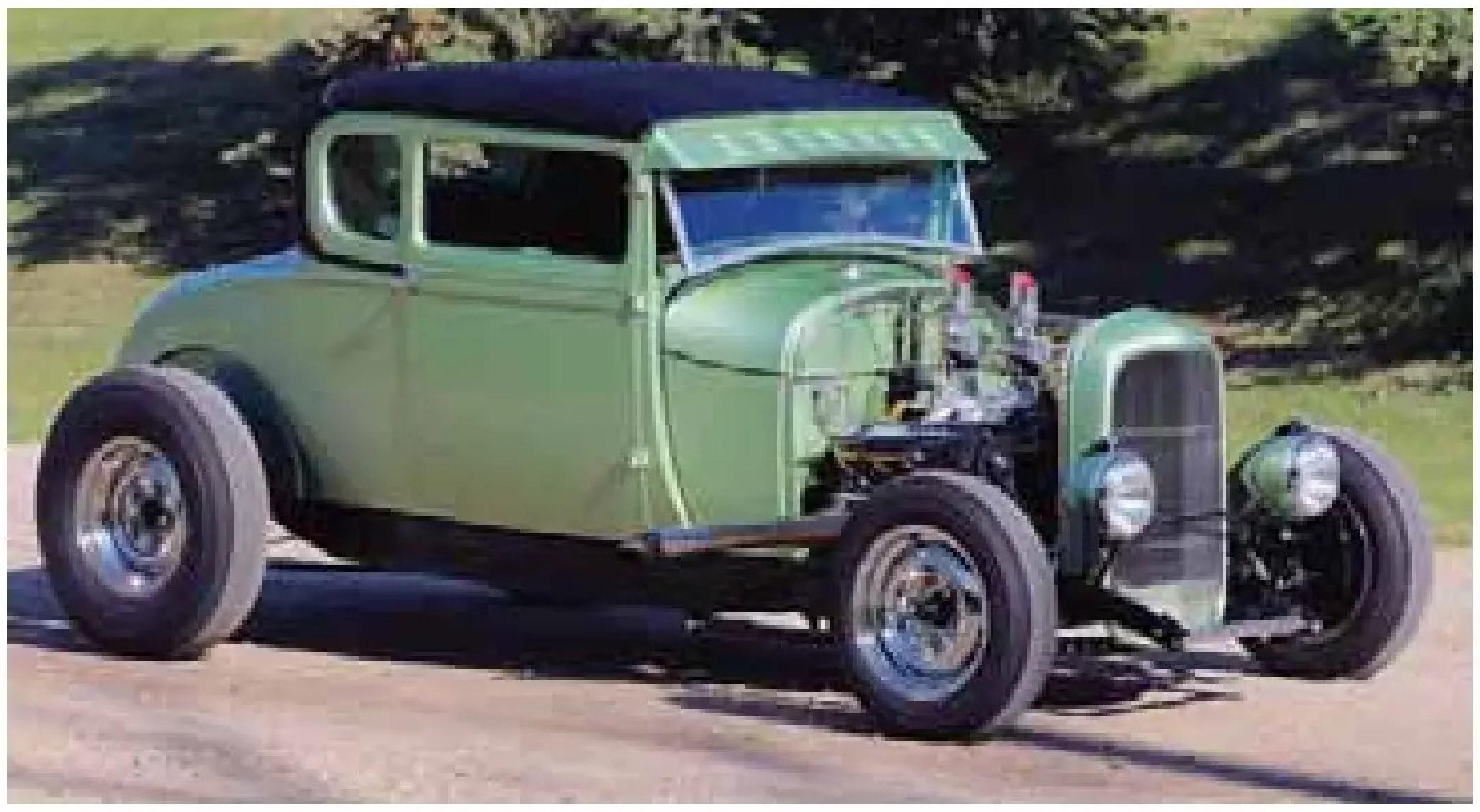
A gentleman named Jim owns this slick 1932 Buick 86 Victoria.....can't remember ever seeing one. Cool.

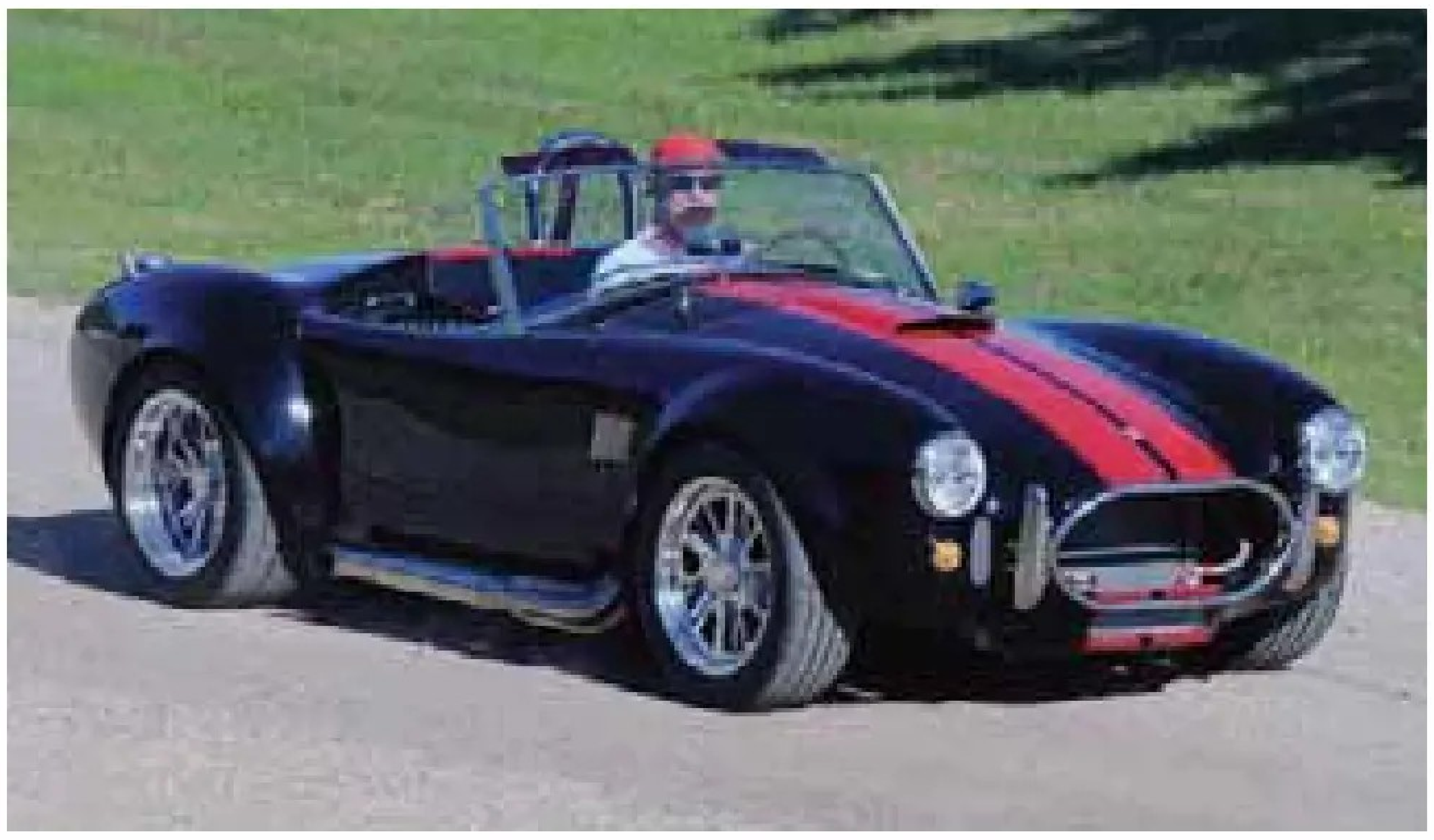


Roger Stokowski's outstanding Pro Street 1941 Willys is powered by a supercharged big block Chevy.

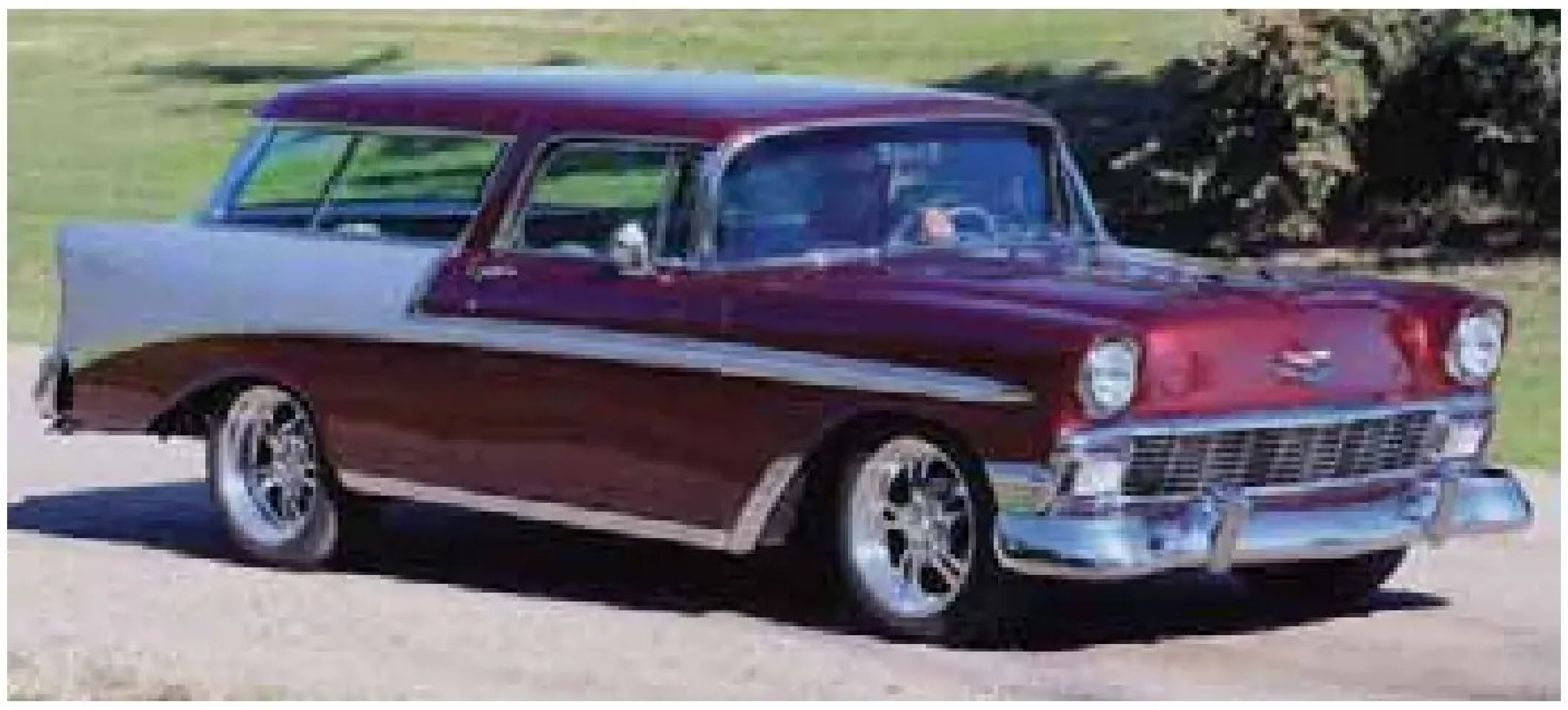


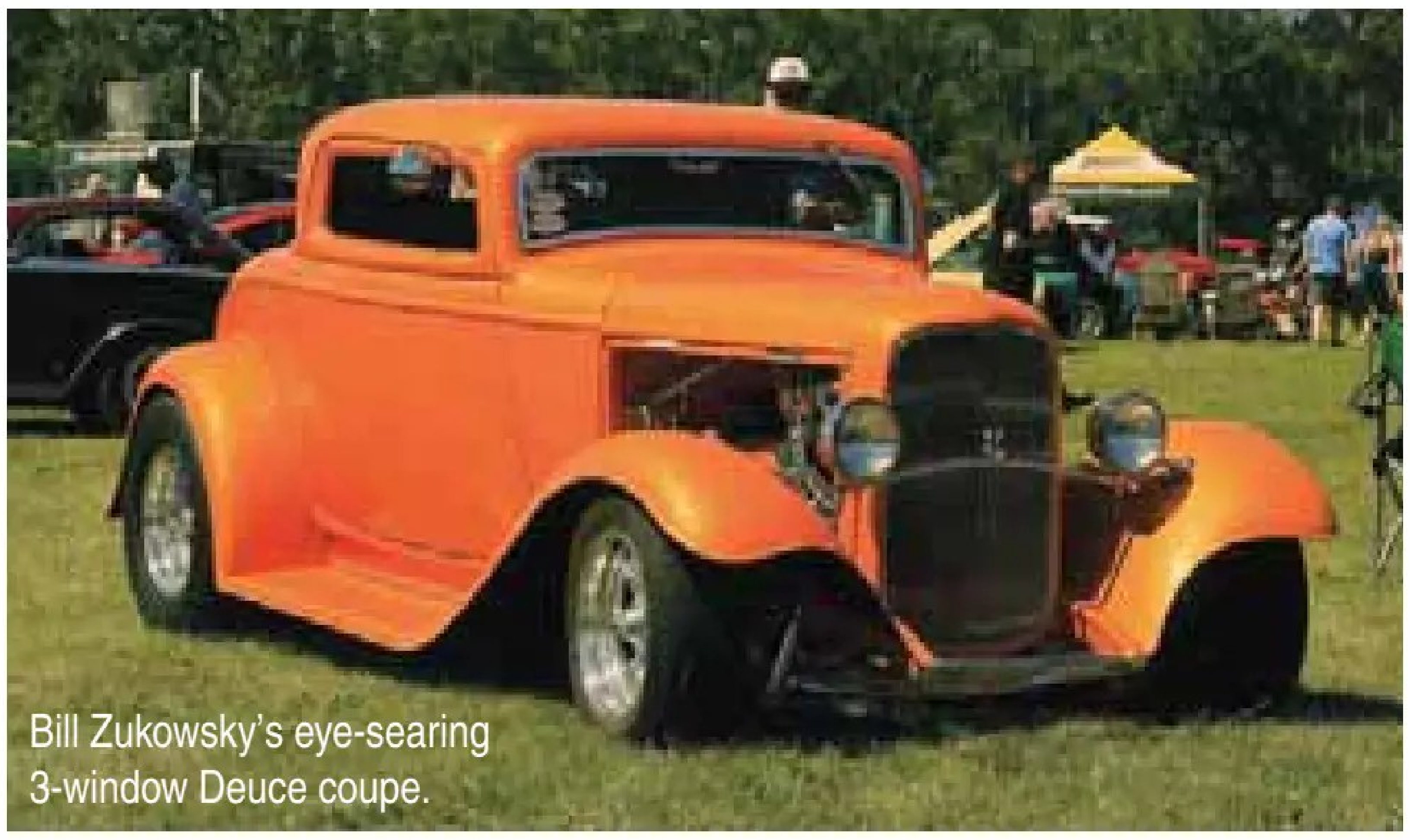
Cool trio here, don't have info on the two-tone Deuce coupe at left, but the yellow street rod is Annau's 1929 Dodge Brothers DA while the flamed purple street rod is Richard Sjollke's 1936 Chevy 4-door.



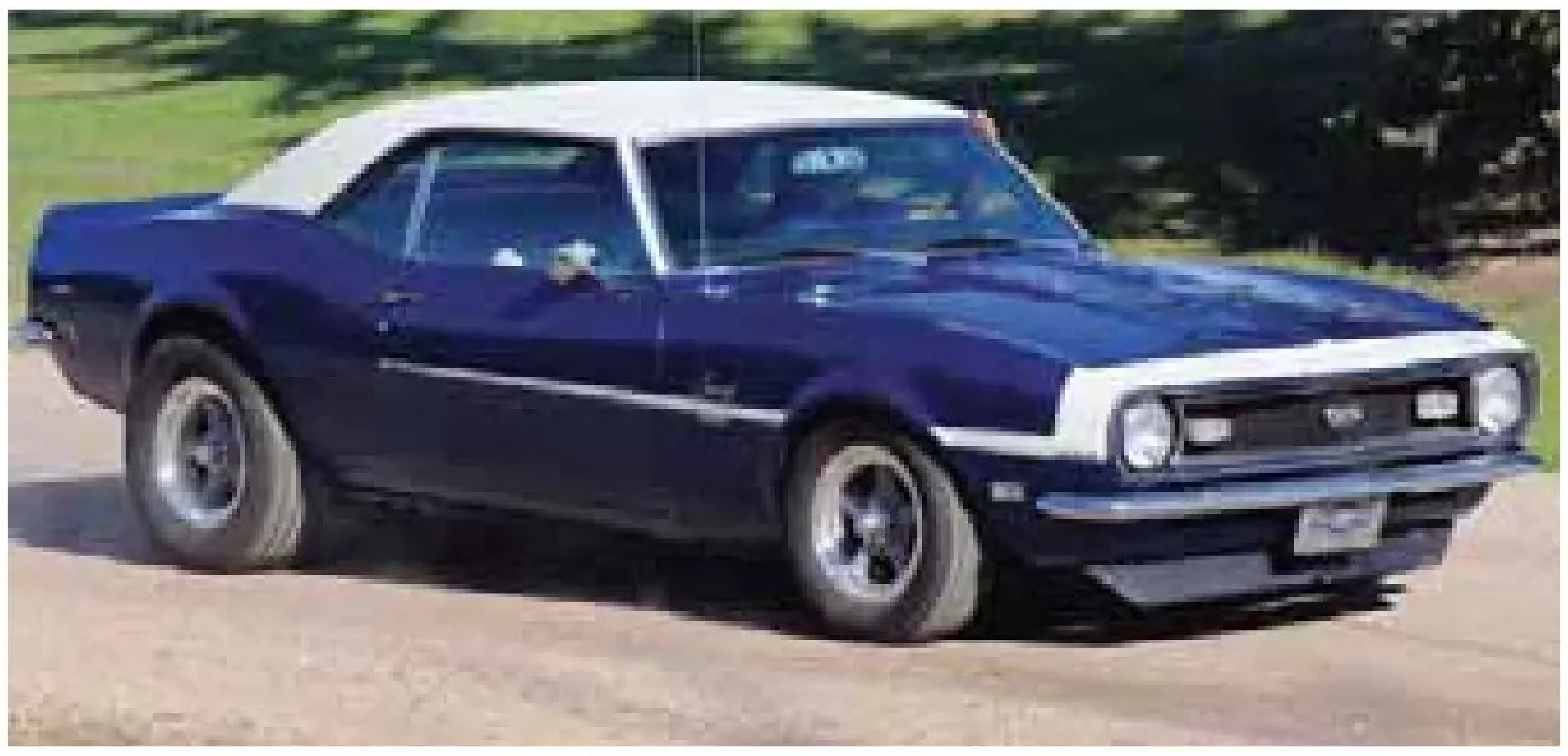


We featured Kevin Mikulski's 1929 Model A Ford coupe, above, in the August/September 2023 issue of CHR. Still love it. Cobra kit car, photo at right, cruises into the show...looks like it would be a blast on the twisties. Below, cruising in style with a '56 Chevy Nomad.

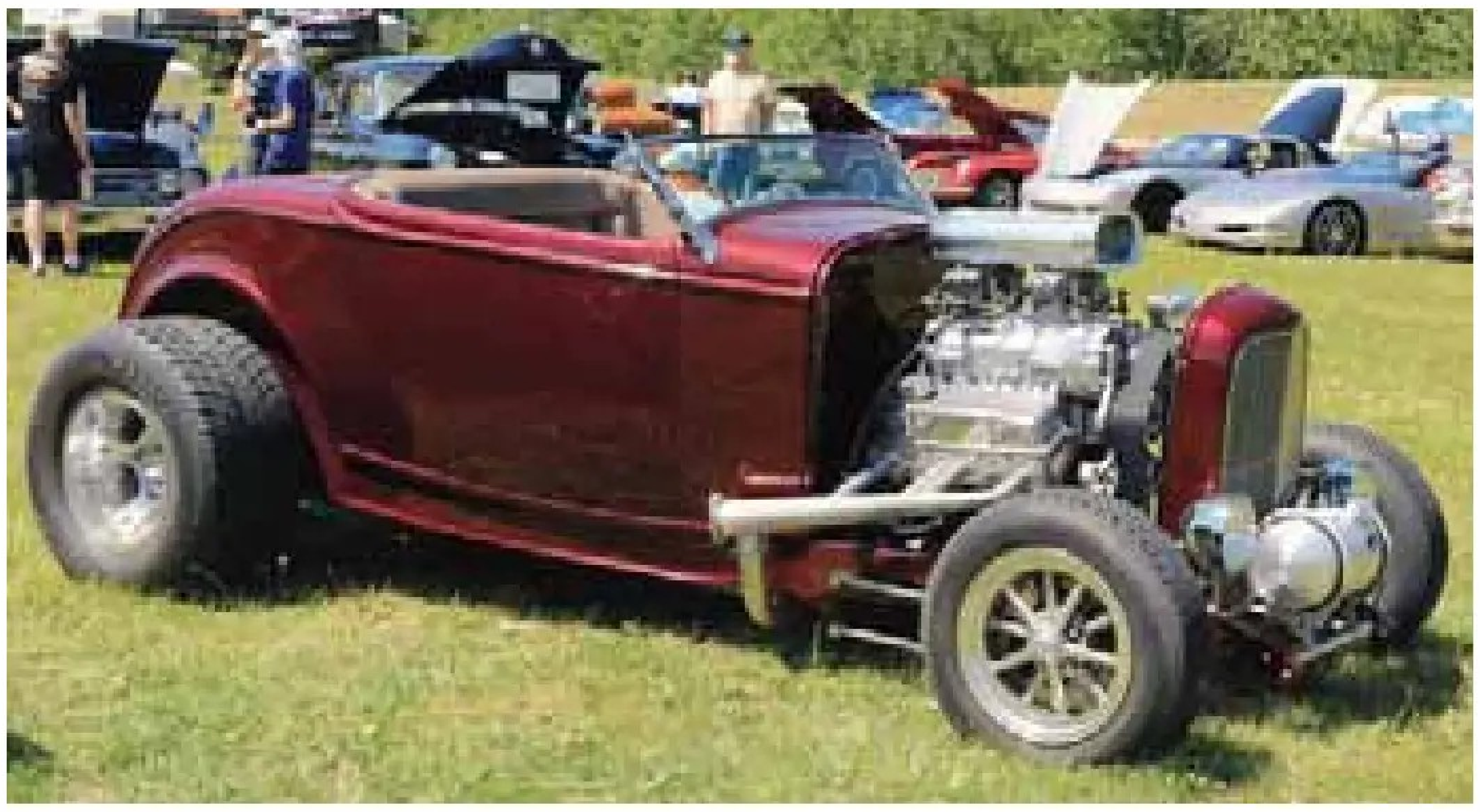


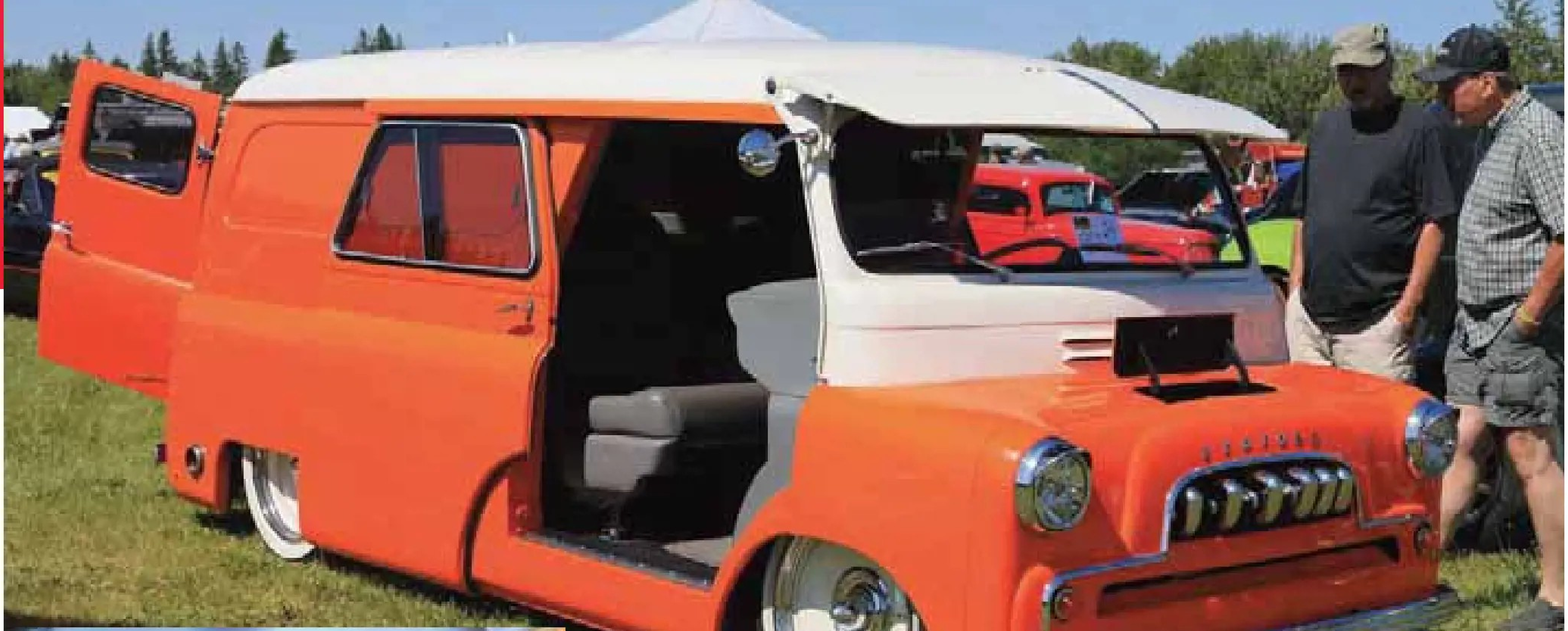


Bill Zukowsky's eye-searing 3-window Deuce coupe.

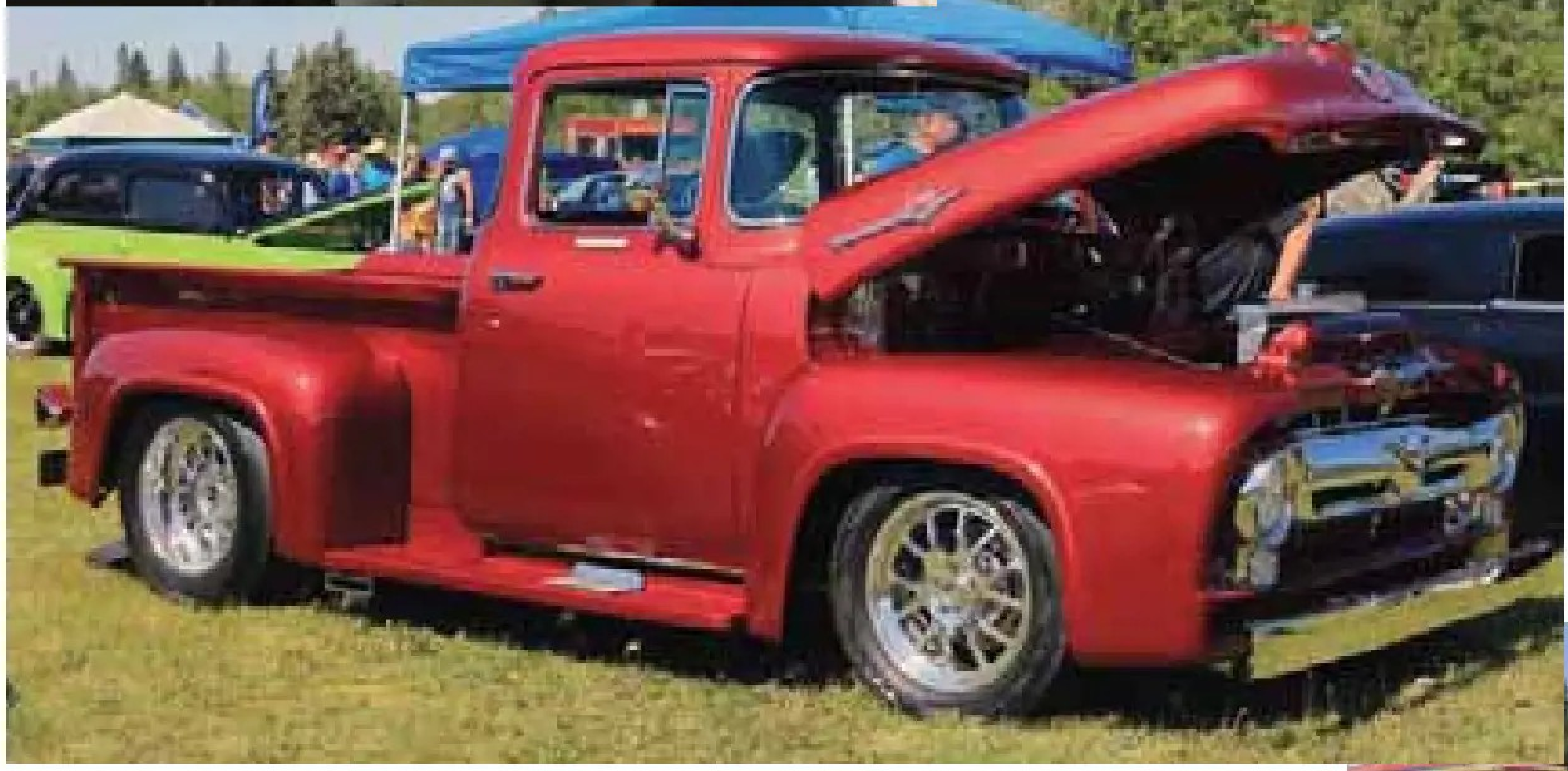


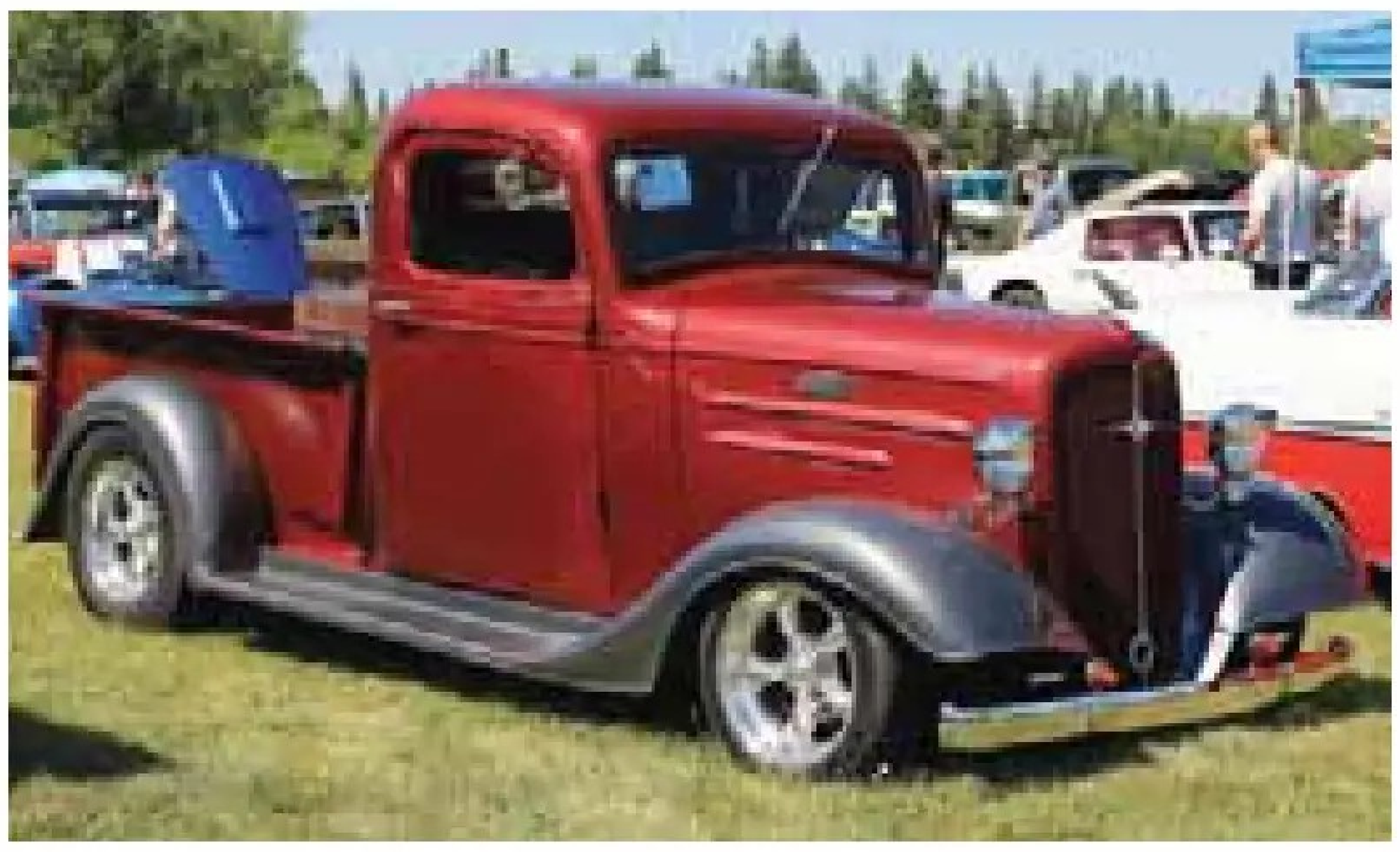
Nice '68 Camaro resto-mod cruises into the show. Don't have the name of the owner of the killer '32 Ford roadster at right, but bet with that supercharged small block Chevy between the framerails it sure scoots.



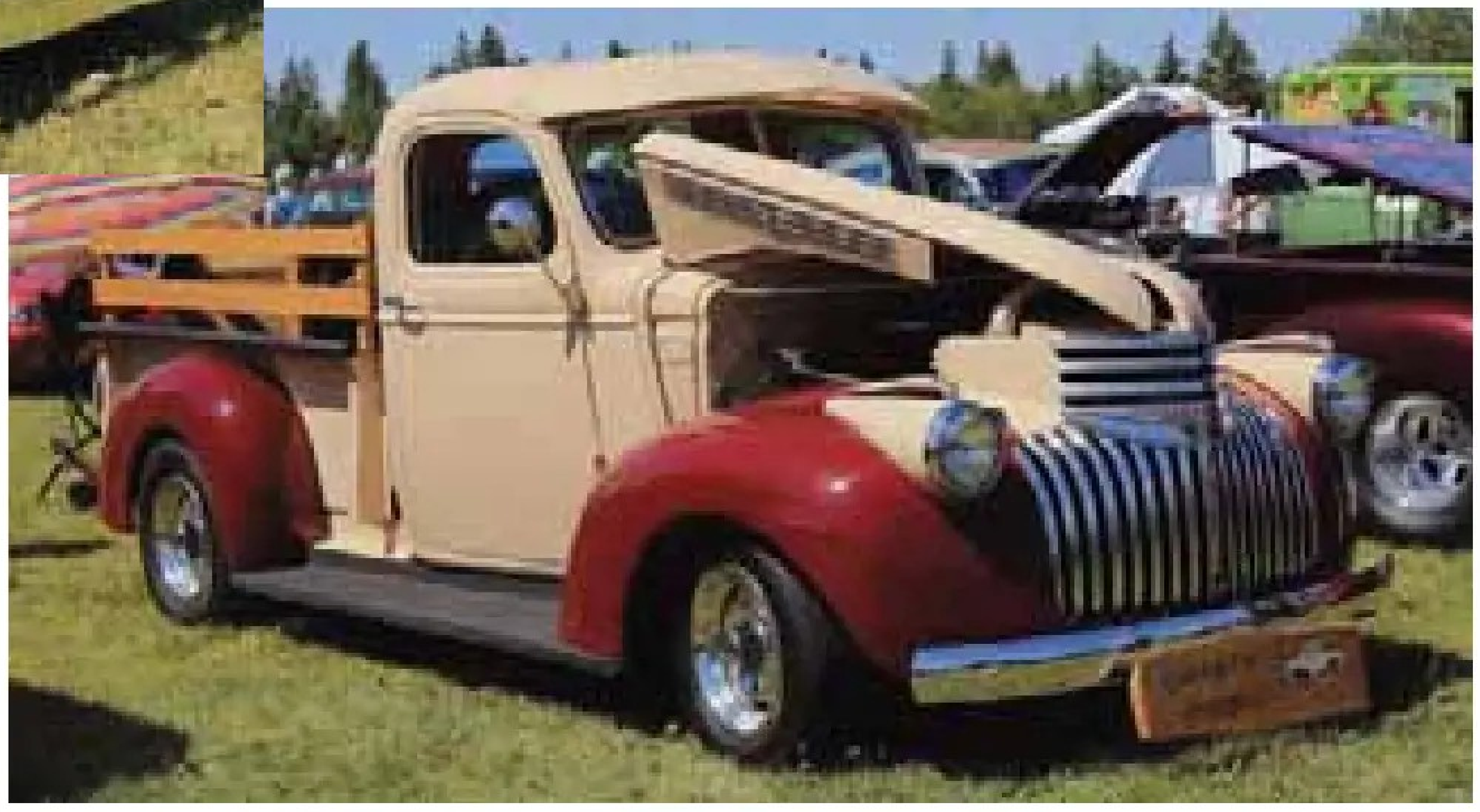


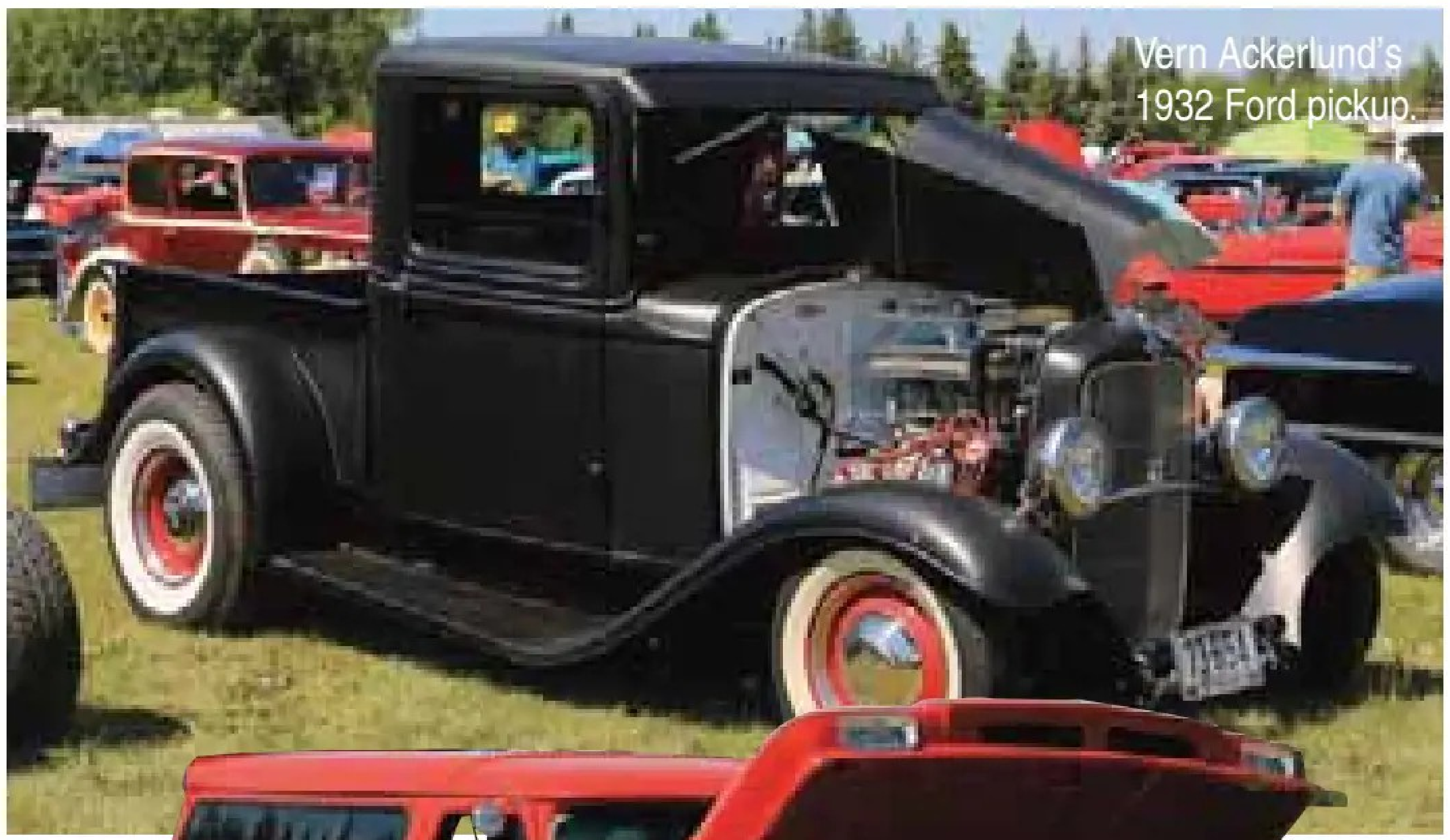
At **Canadian Hot Rods** we love unique hot rods so we love Peggy Van Hee's 1959 Bedford CA van. Wish I knew more about it. Will have to look into it more. Below, Al Lesnick's Ruby Red '56 Ford pickup is a top-notch build featuring 6.2L LSA engine, a custom frame and one-off 18" custom Forgeline VR3P aluminum wheels.



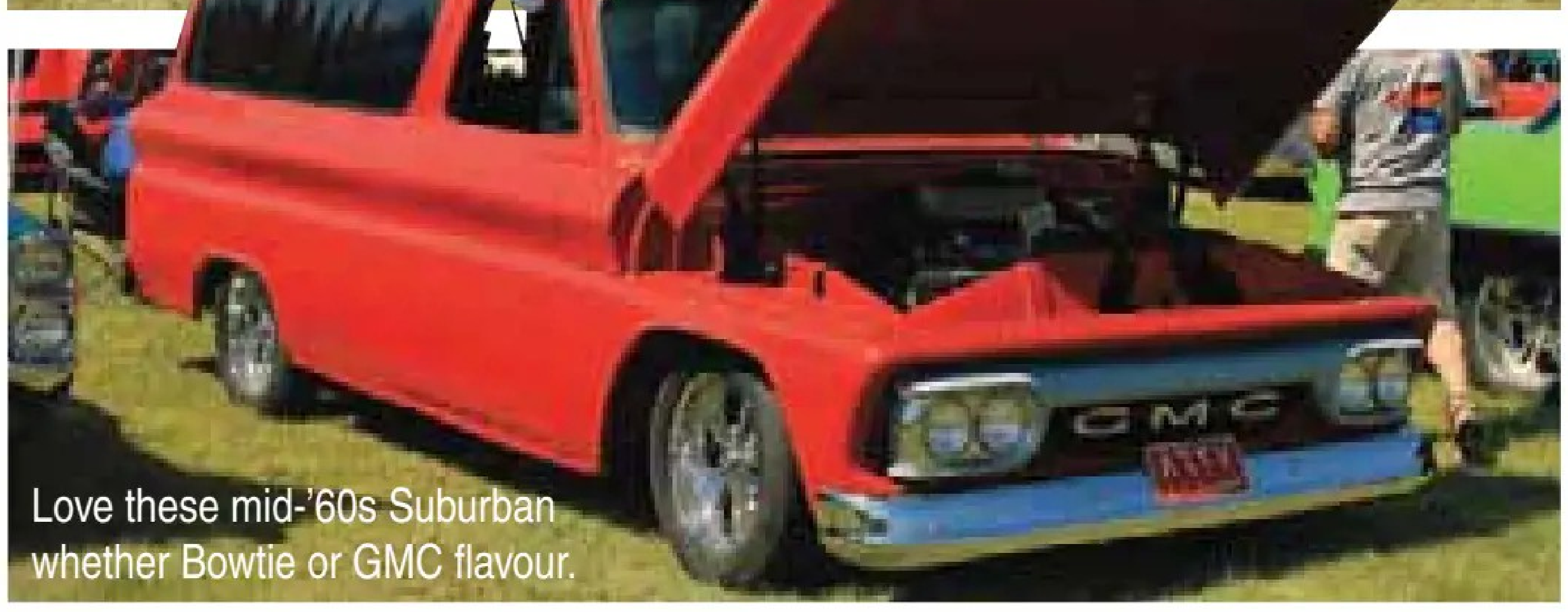


Kelvin Magega's 1936 Chevy pickup is looking good. Tim & Chris Streisel's '41 Chevy pickup.

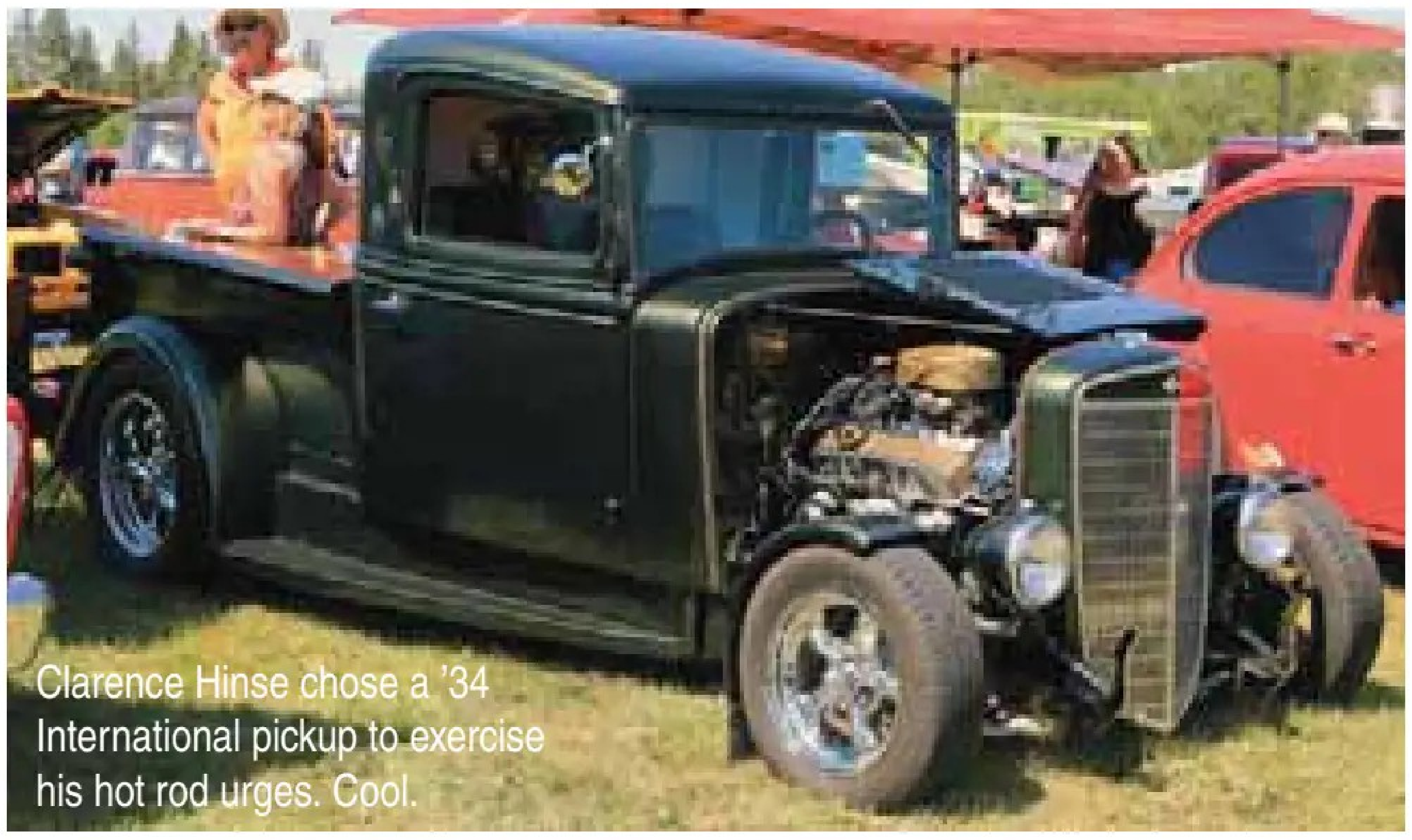




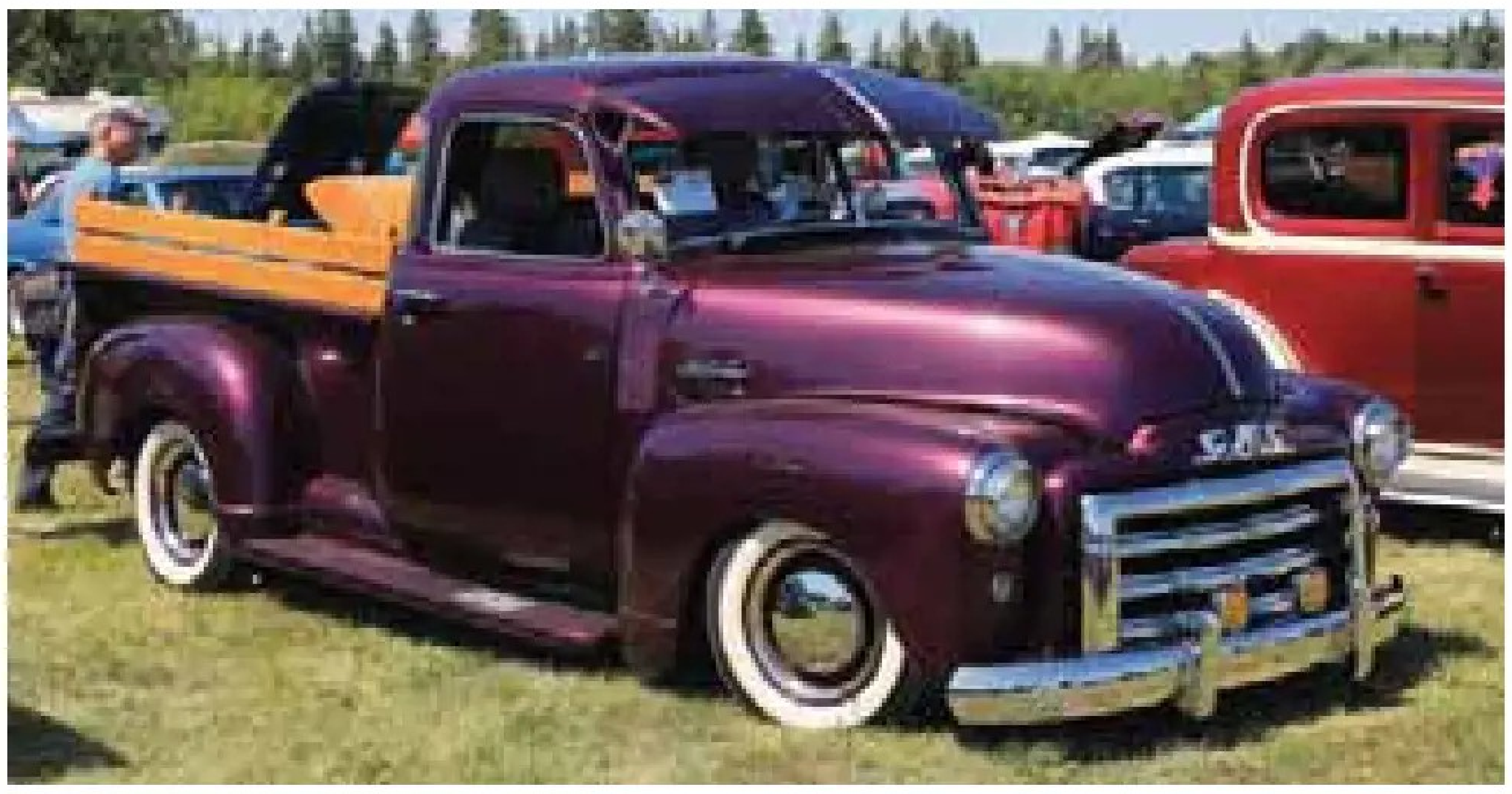
Vern Ackerlund's 1932 Ford pickup.



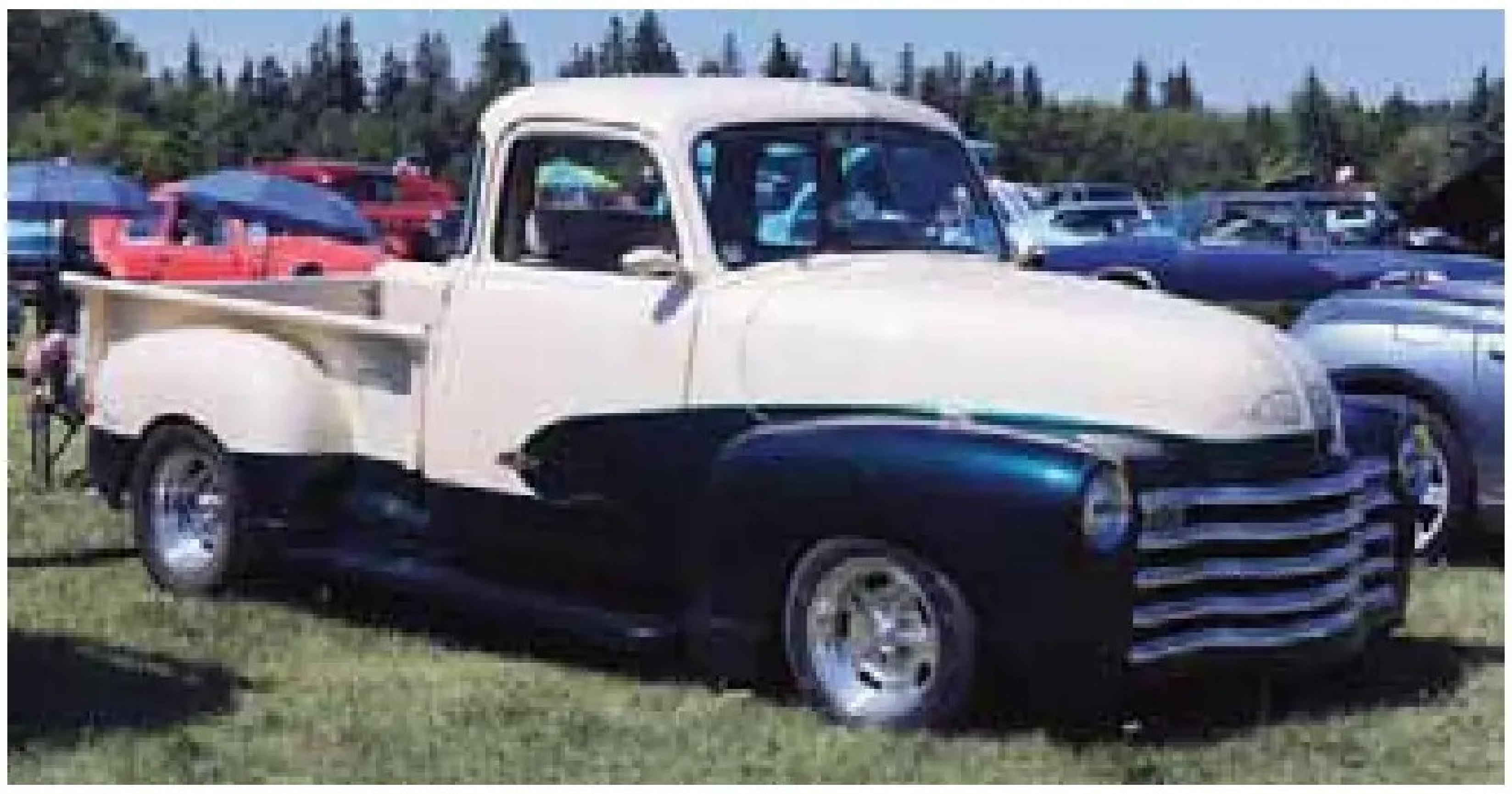
Love these mid-'60s Suburban whether Bowtie or GMC flavour.

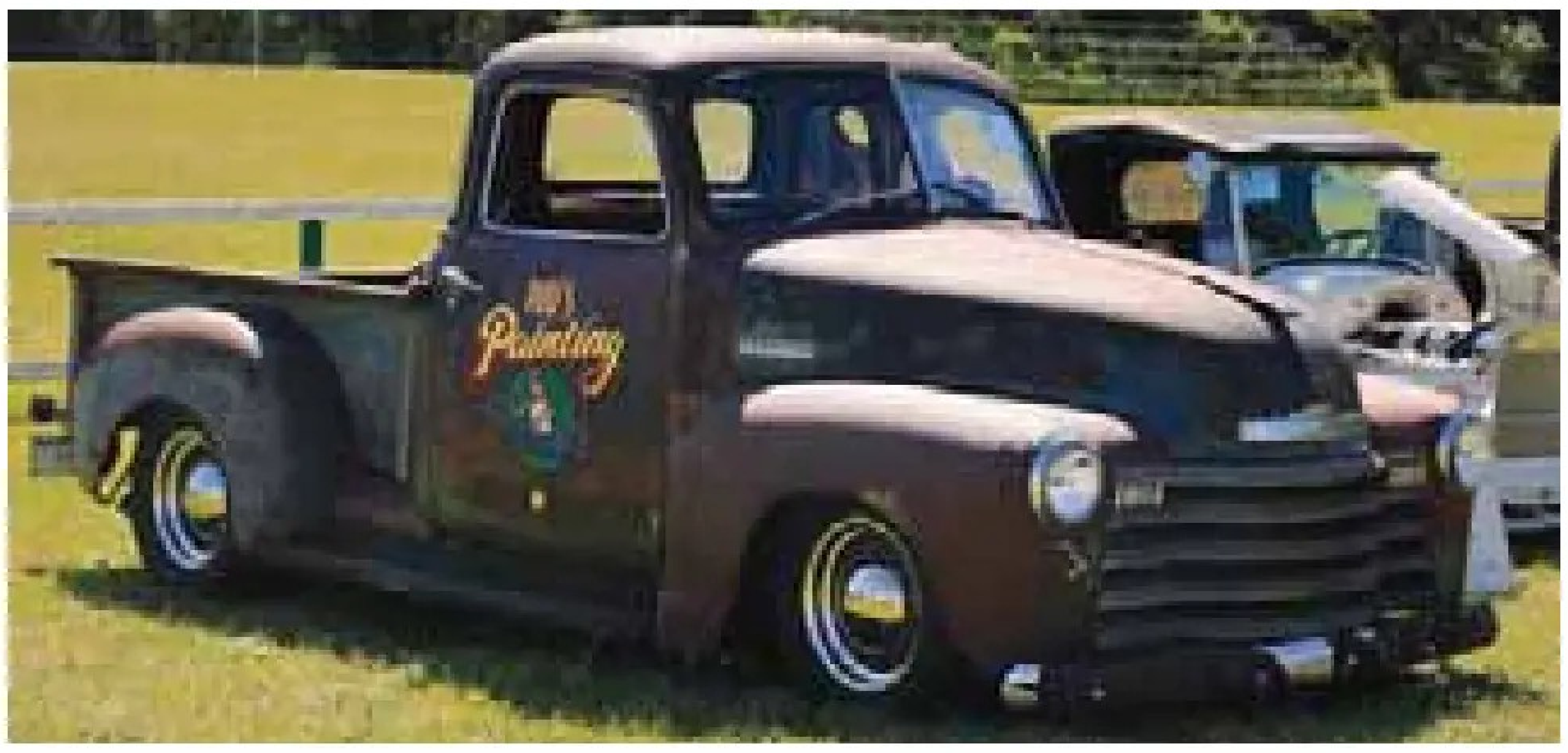


Clarence Hinse chose a '34 International pickup to exercise his hot rod urges. Cool.

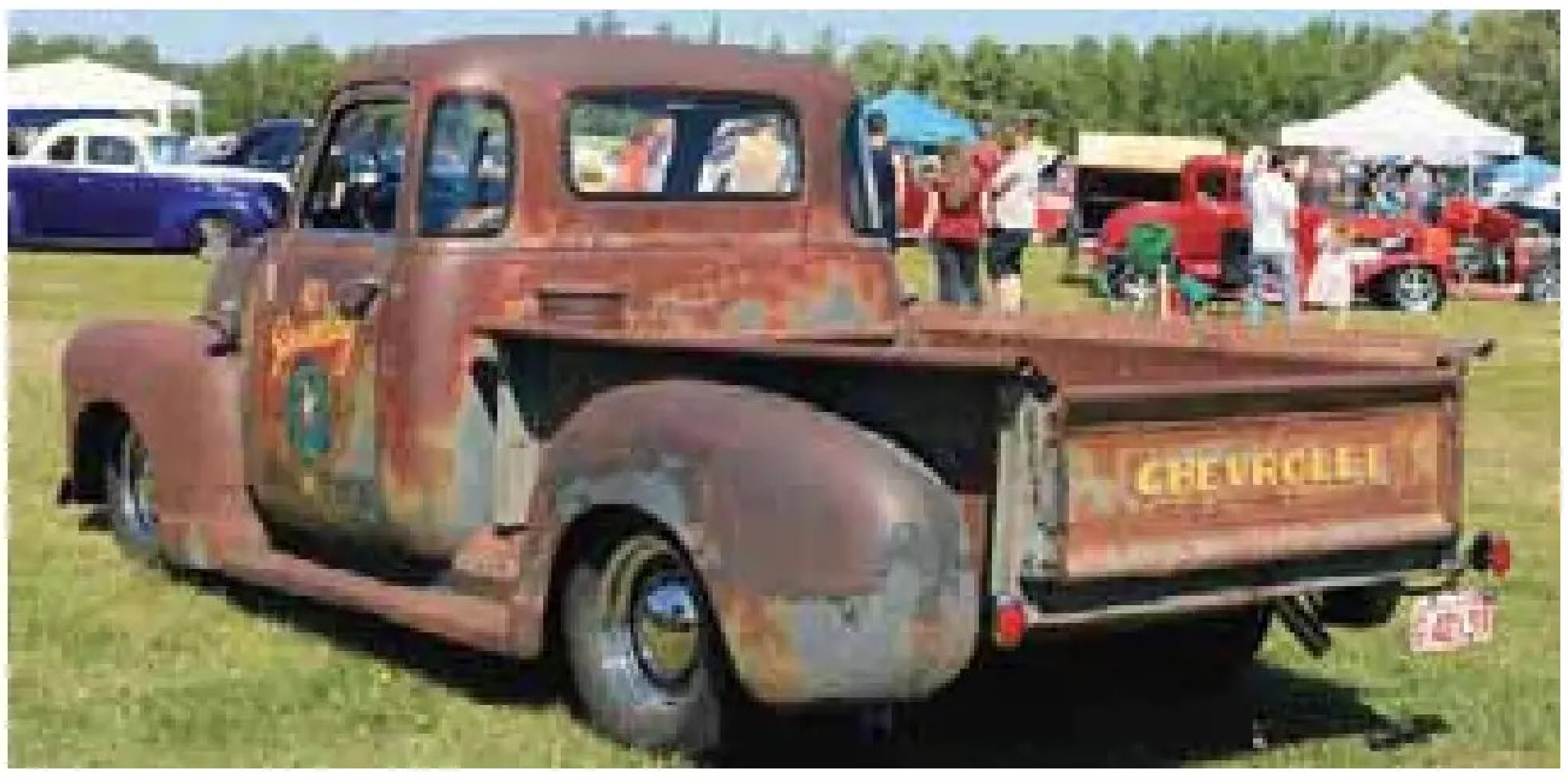


Chevy's Advanced Design line of pickups (late '47-early '55) always make cool hot rod pickups and there were some cool ones at the ESRA show, including, above, no-first-name Johnston's '48 Chevy and, below, Sandy and Sandra Rendle's '47 Chevy 3100, along with a few others that caught Kurpe's eye.





Above and below, Dan Pudlowski's '50 Chevy pickup sports some sweet patina and very cool owner-painted door graphics.



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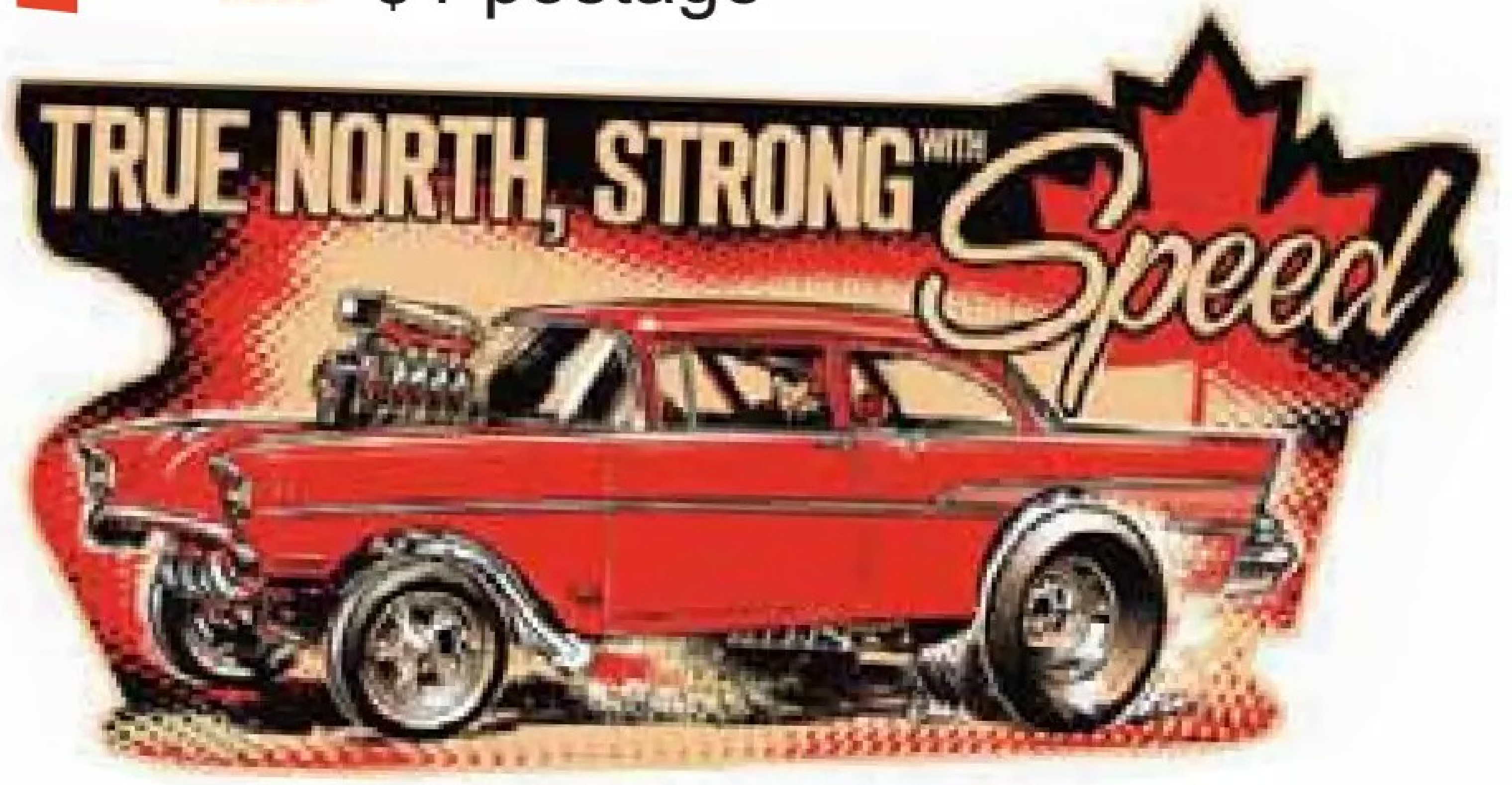
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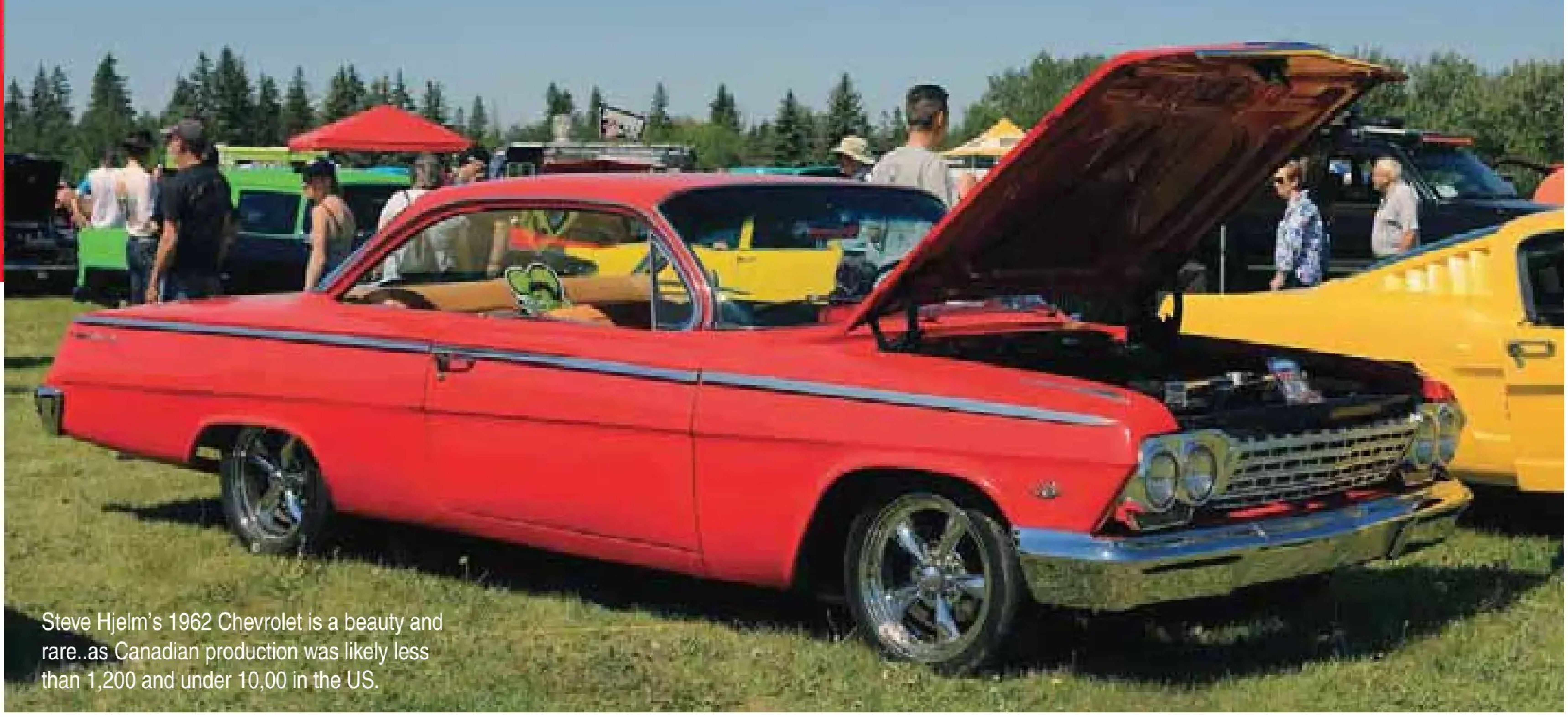
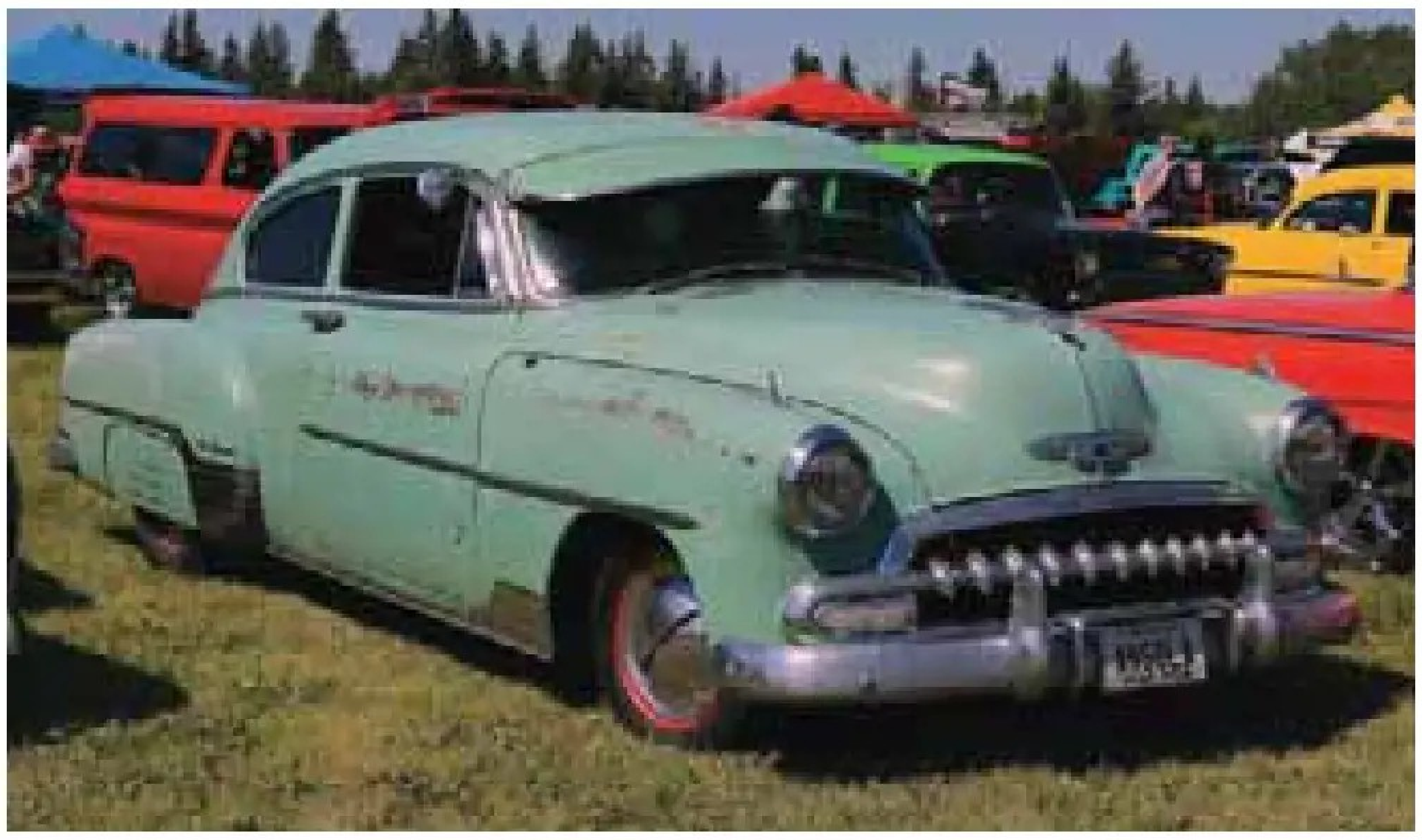
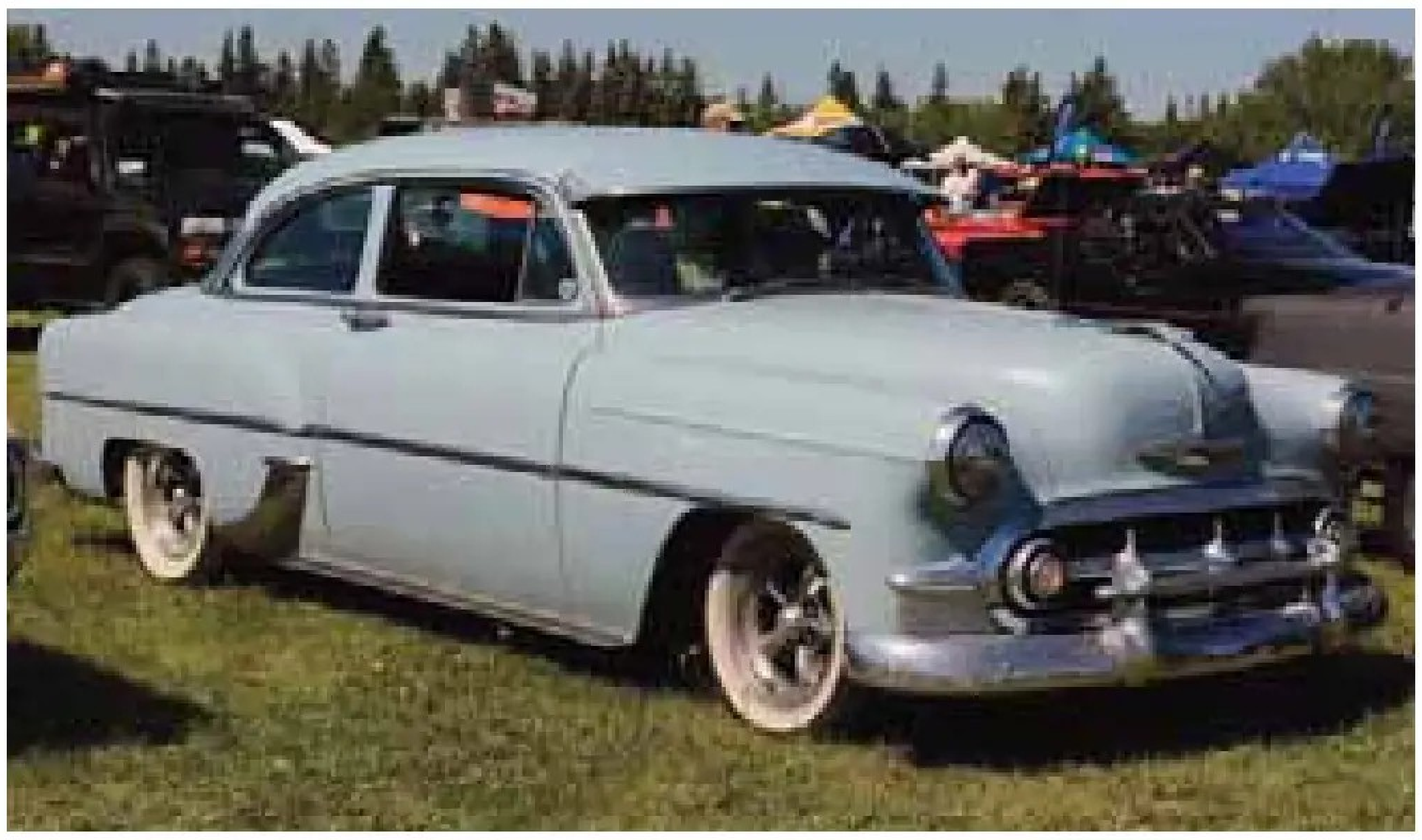
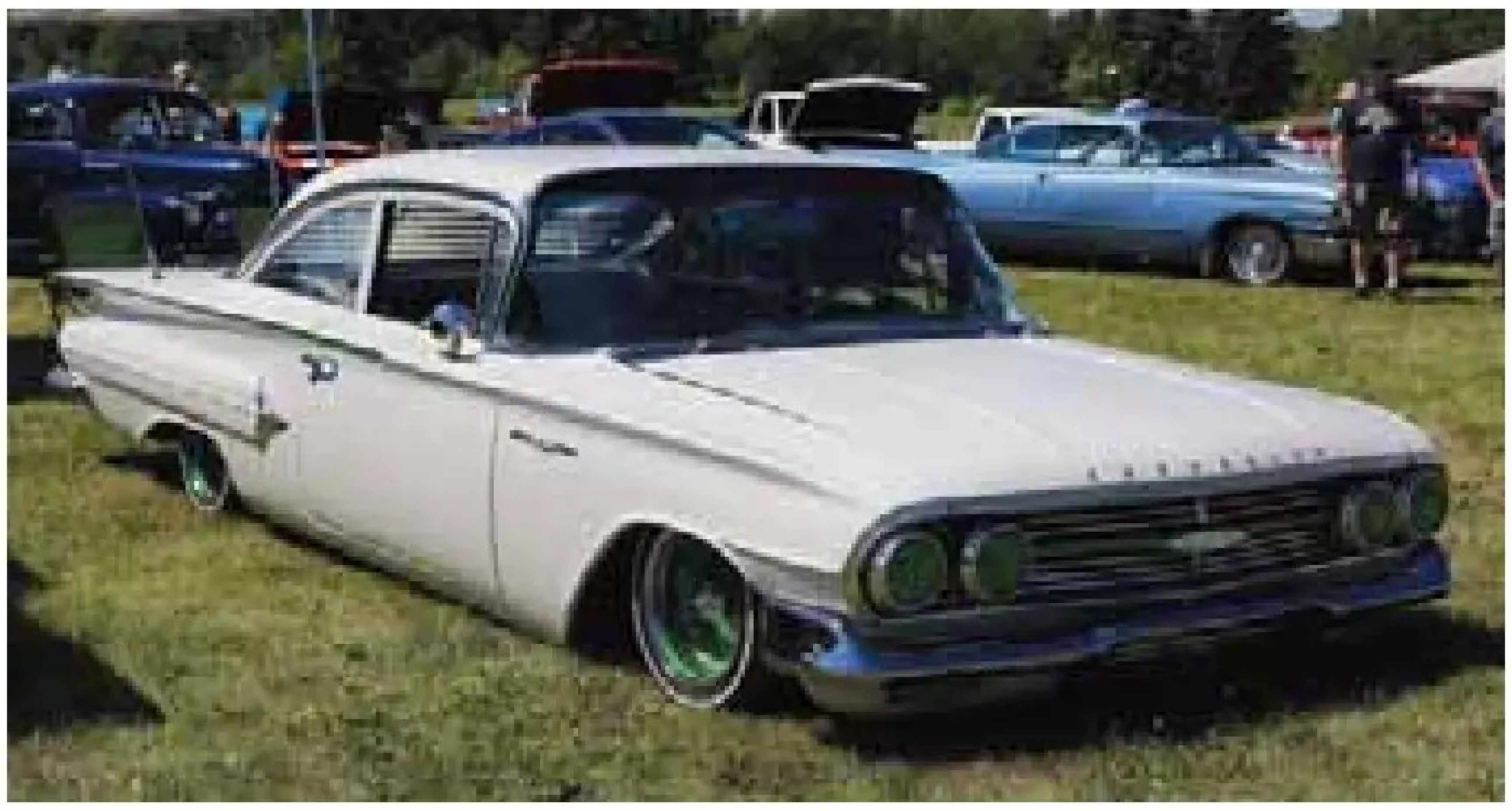


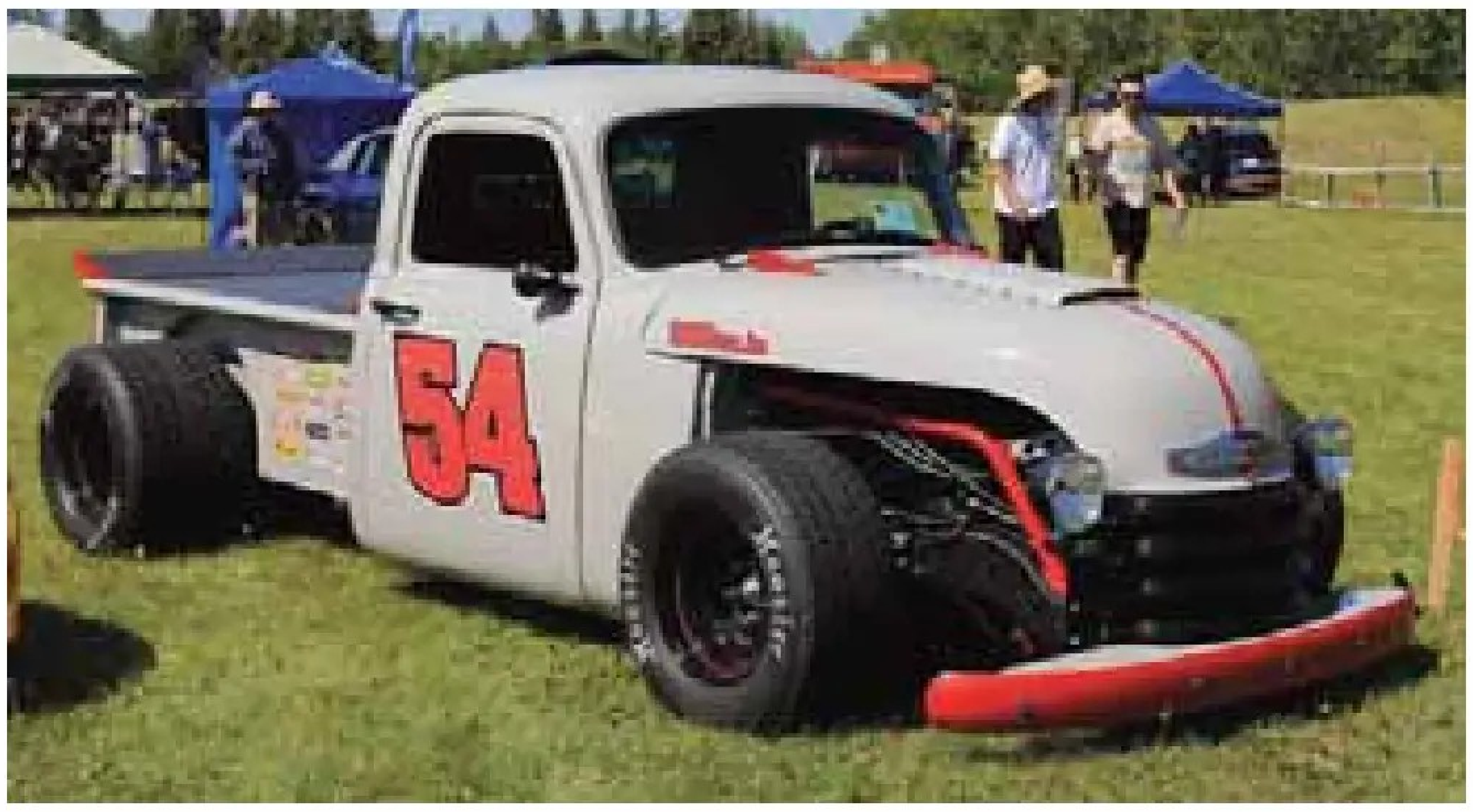
Steve Hjelm's 1962 Chevrolet is a beauty and rare..as Canadian production was likely less than 1,200 and under 10,00 in the US.

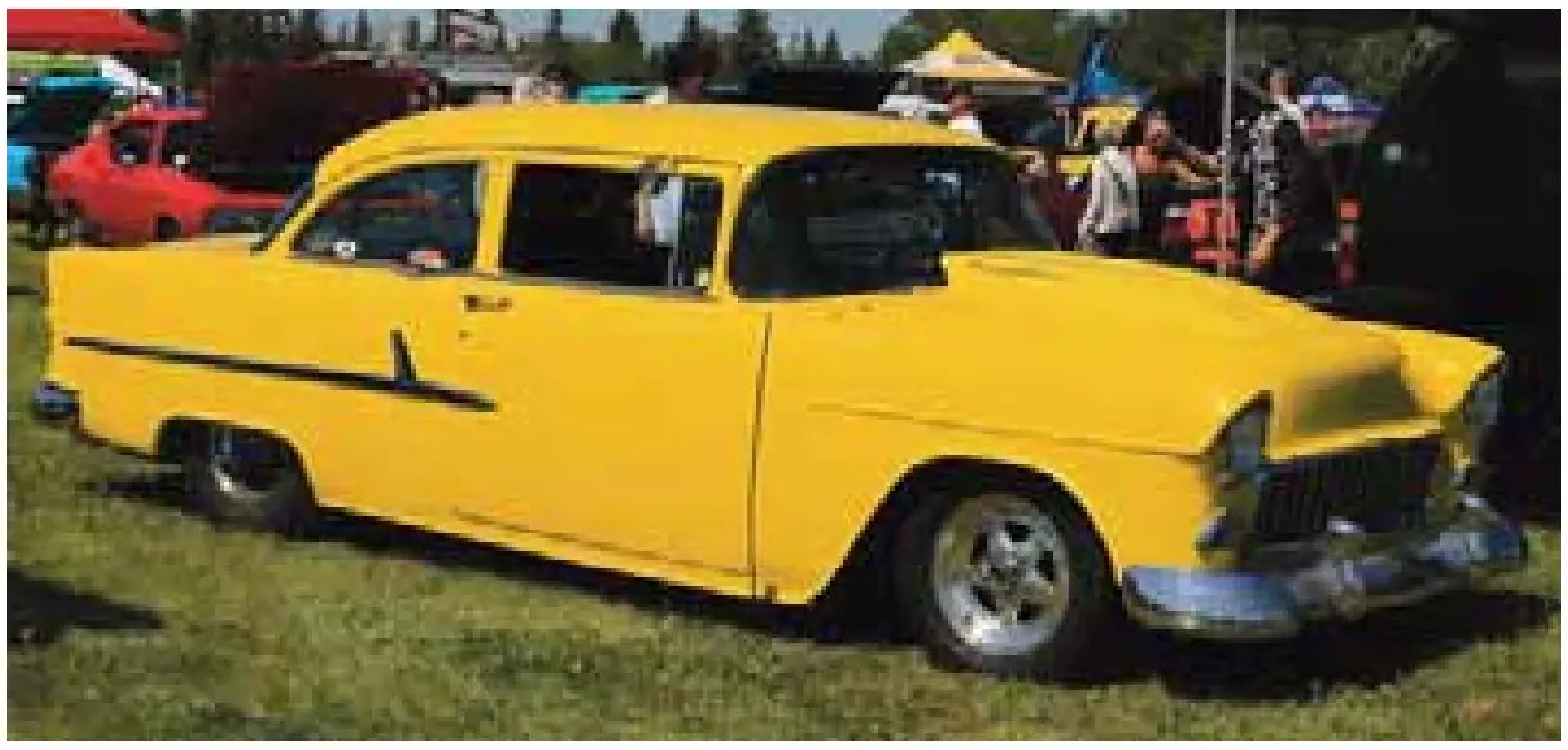


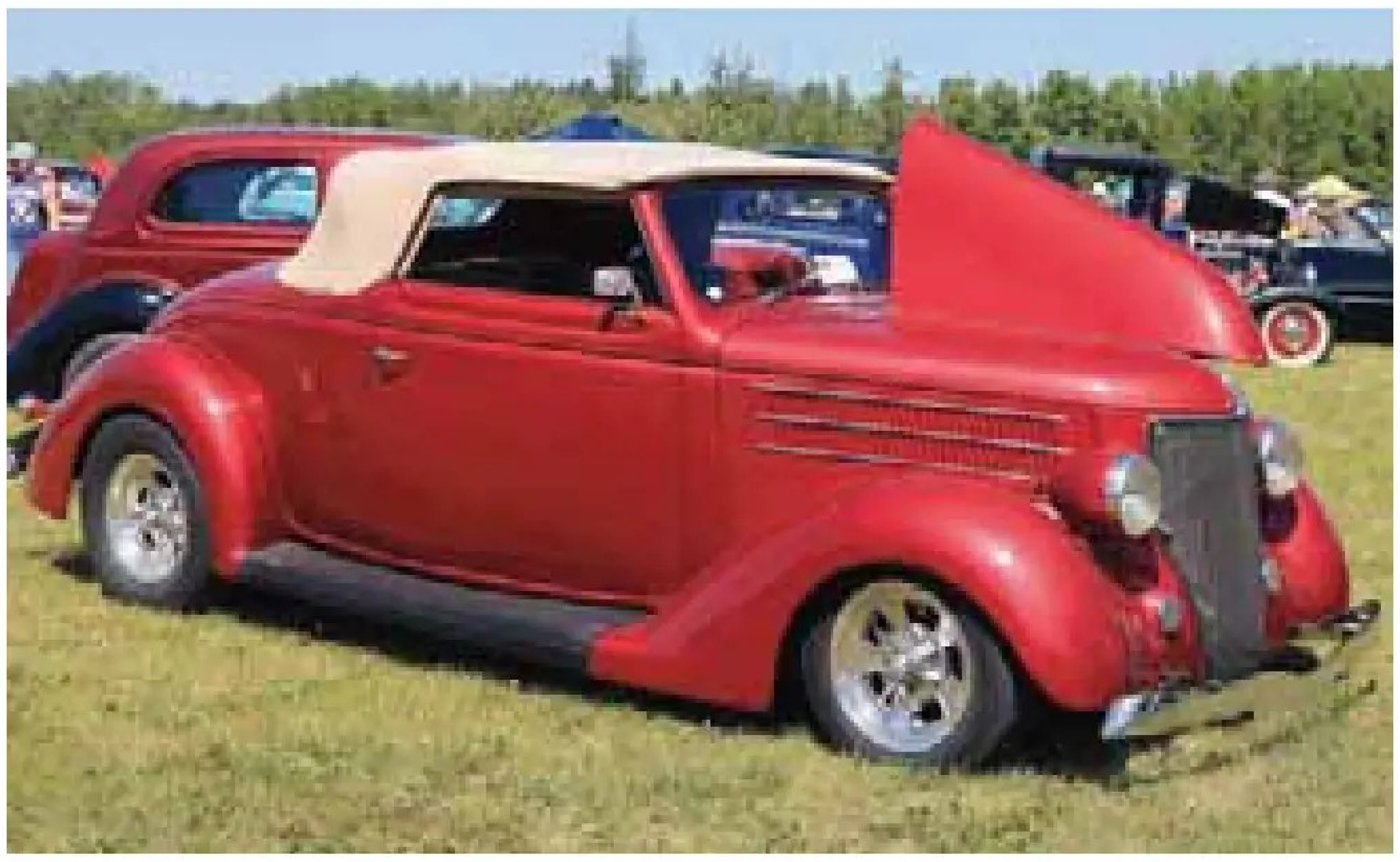


Mik K owns this 1952 Chevy Fleetline with what appears to be natural patina and just the right stance adjustment. Above right, Angie and Norm De Haan's 1953 2-door post. Below left, don't know who owns this lowrider '60 Impala but thumbs up and below right Dennis Berretm took a different tack when building his 1954 Chevy pickup, using it as the basis to build a streetable vehicle with a circle track vibe.









Tim Harman's Pro Street 1955 Chevy would have been at home in the early '90s which for all we know is when it was originally built. It's timeless and cool regardless of when it was built. At right, Rick Novak's 1936 Ford Cabriolet.

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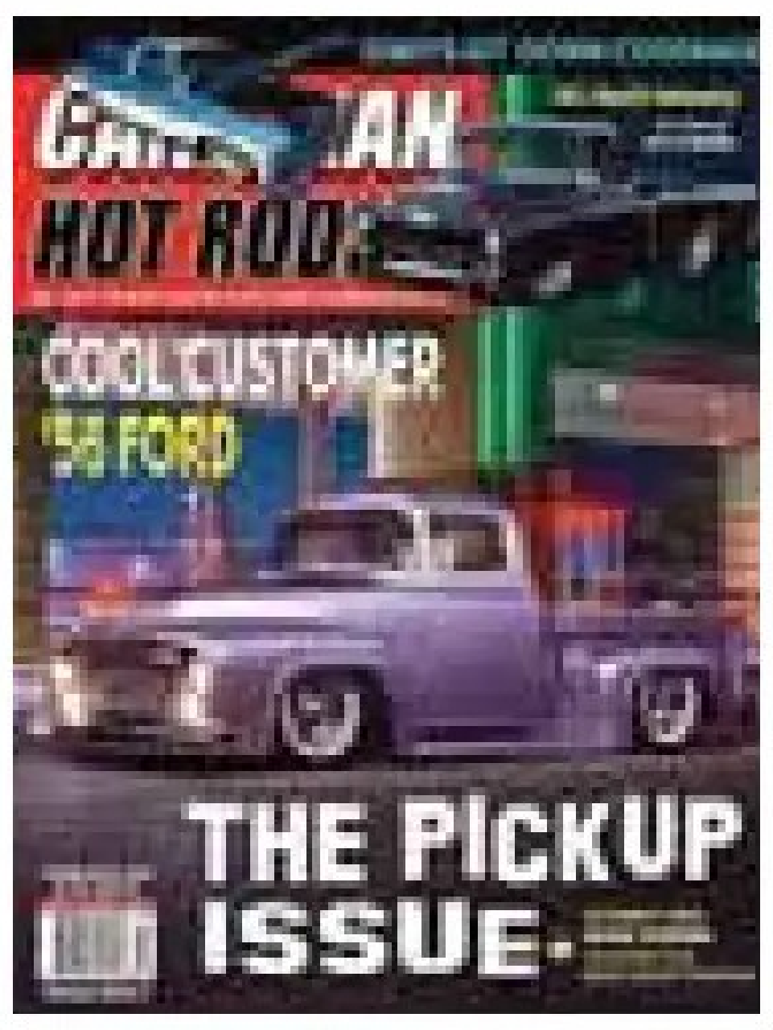
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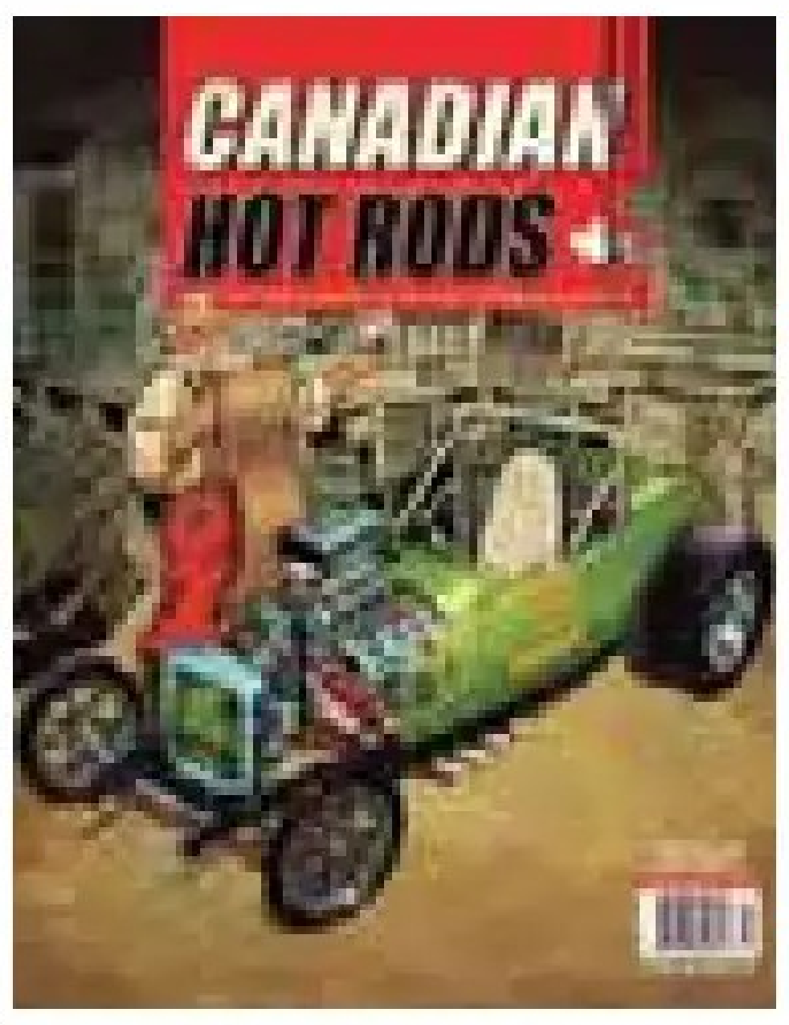
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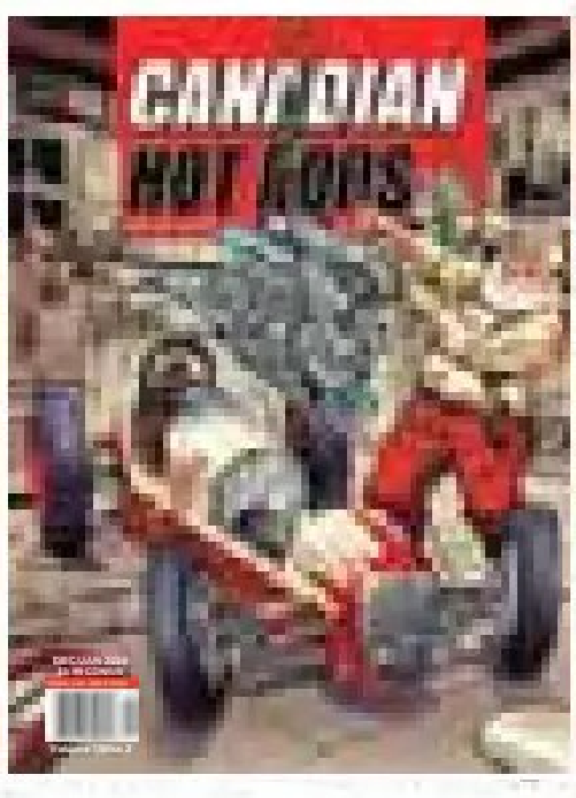
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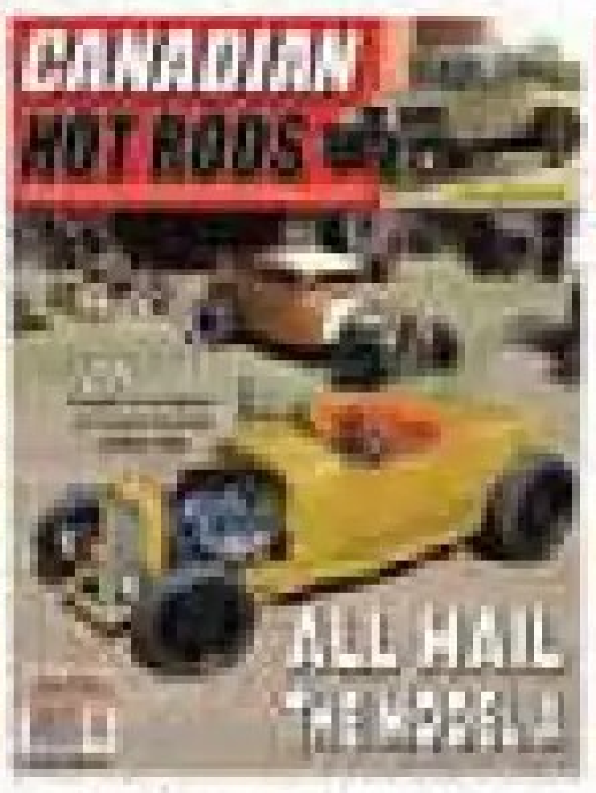
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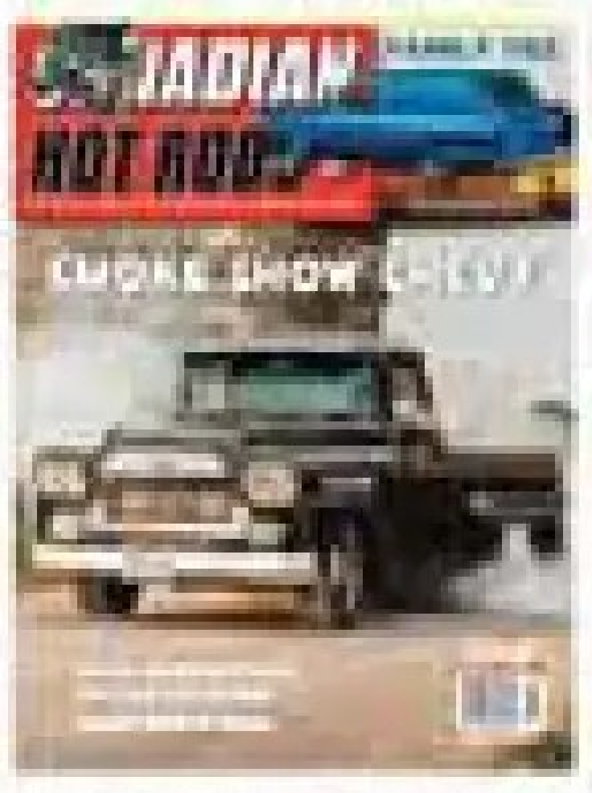
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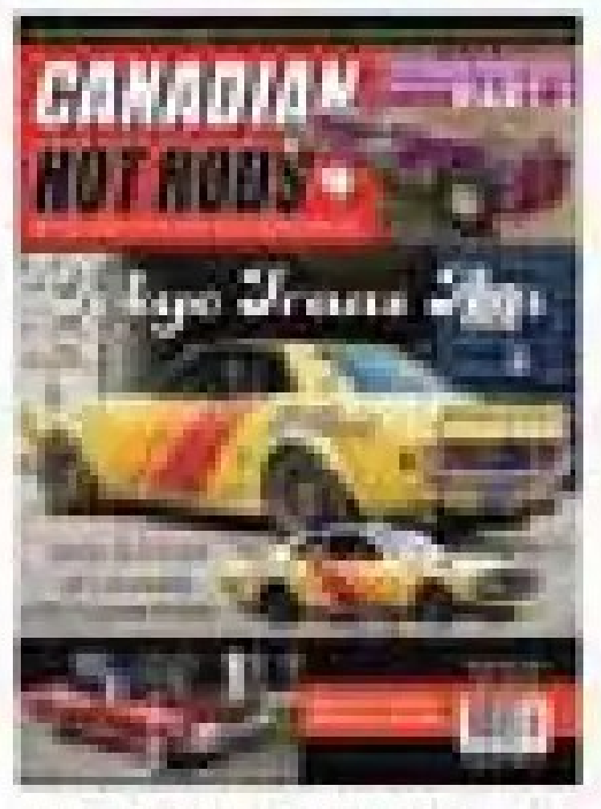
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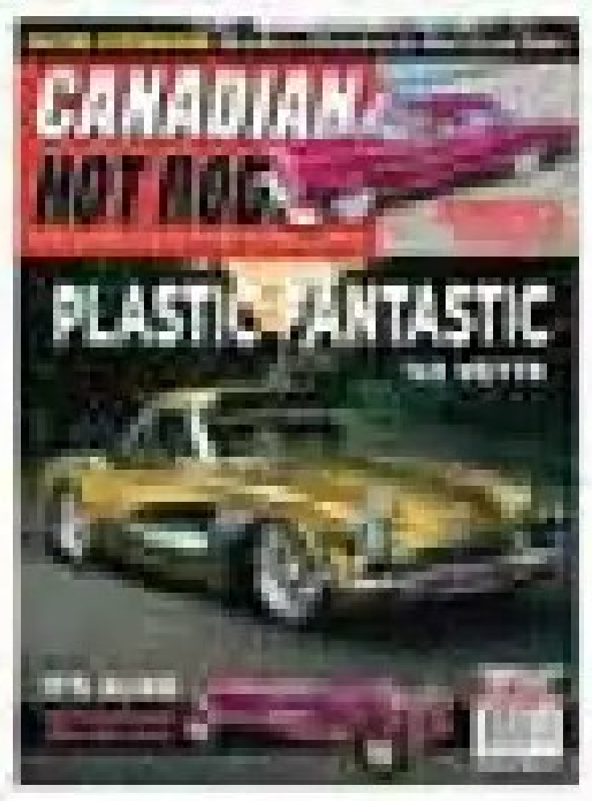
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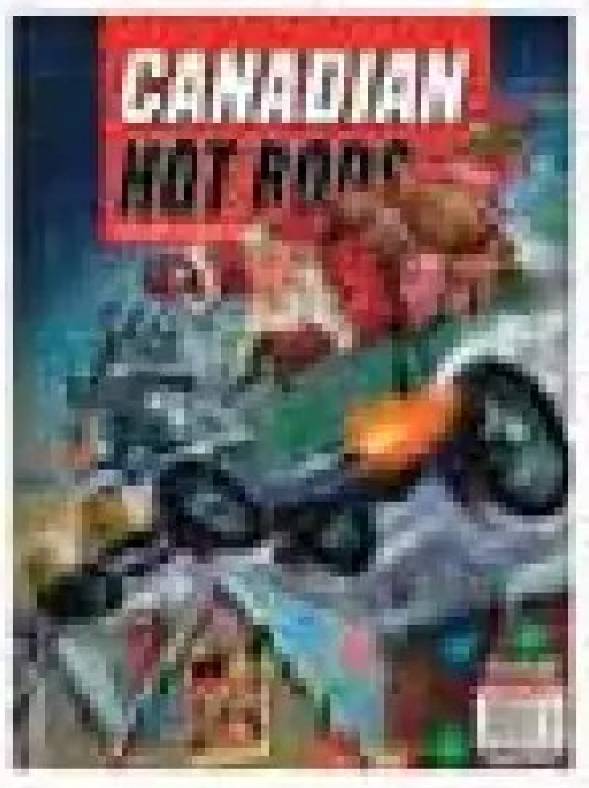
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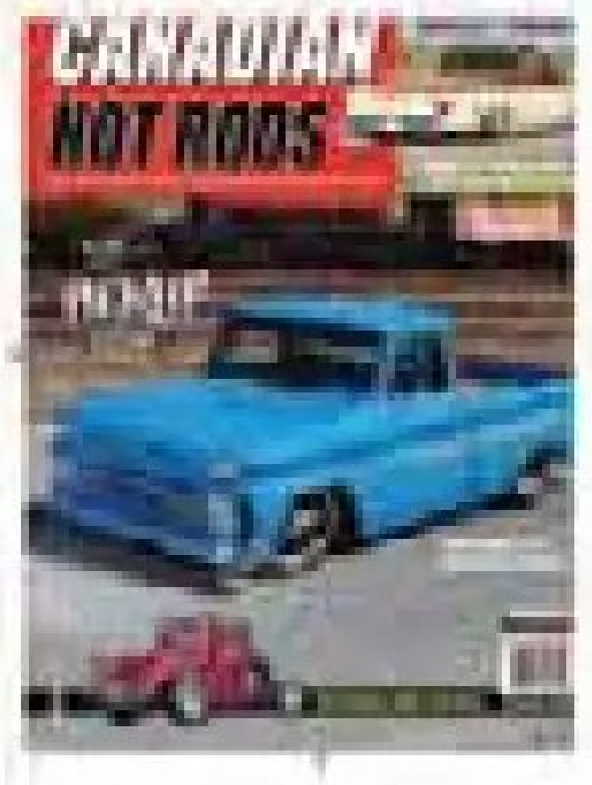
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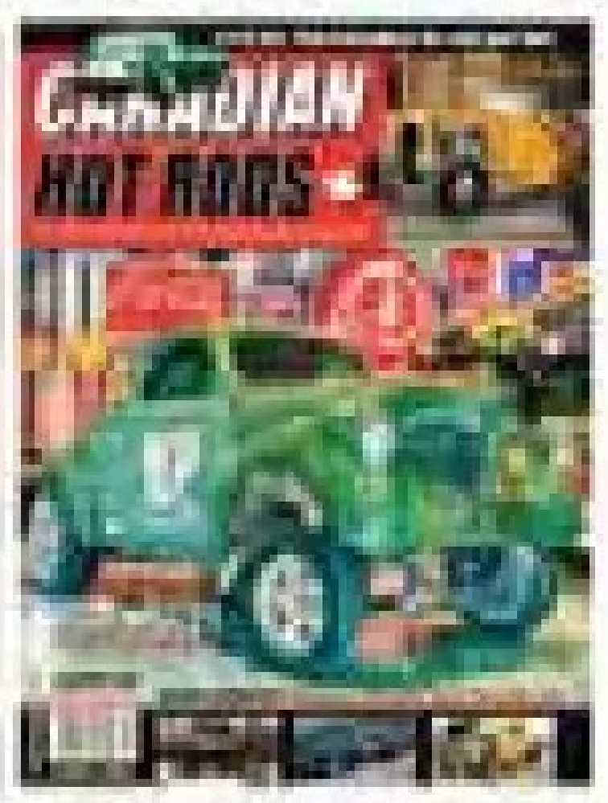
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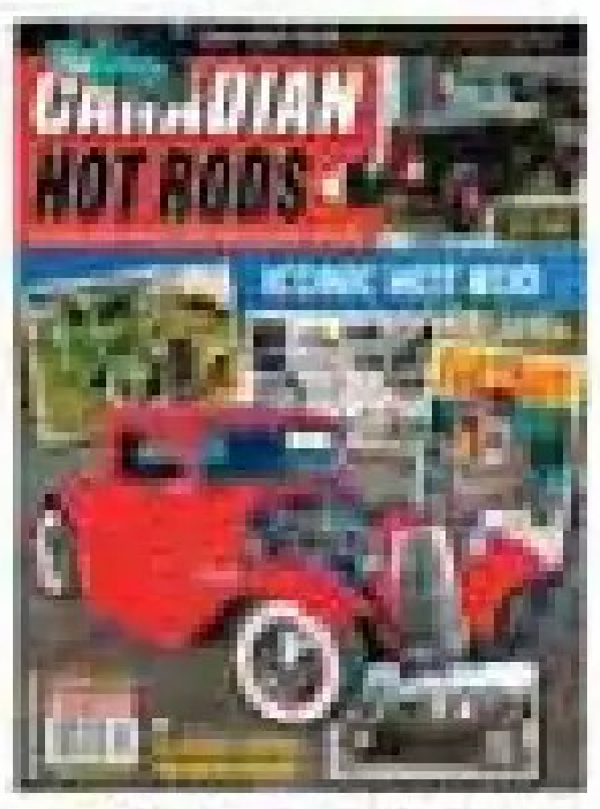
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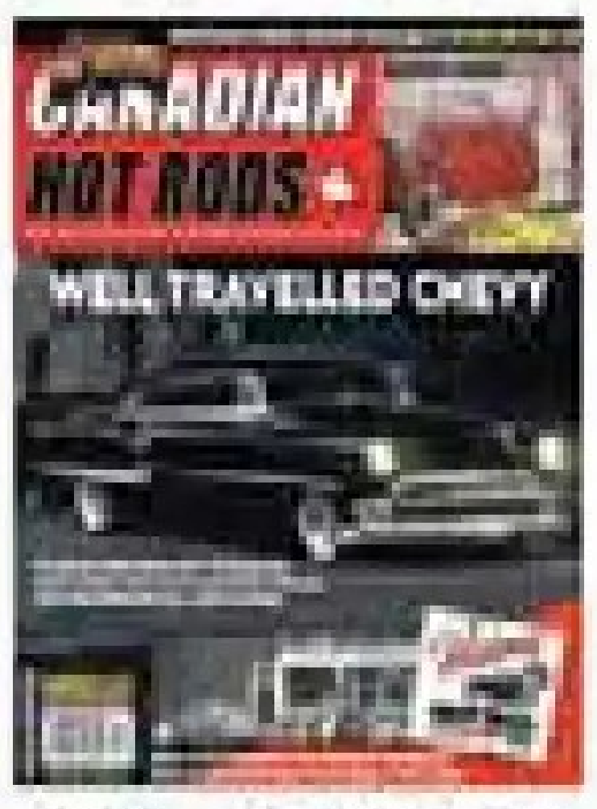
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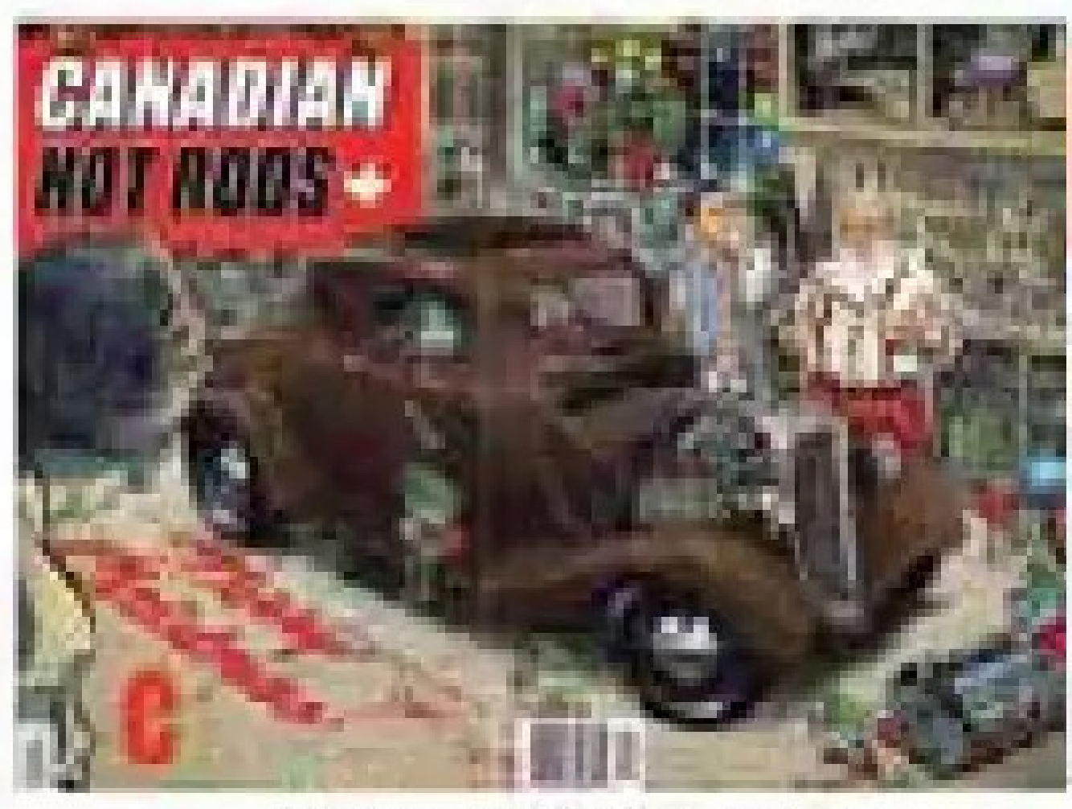
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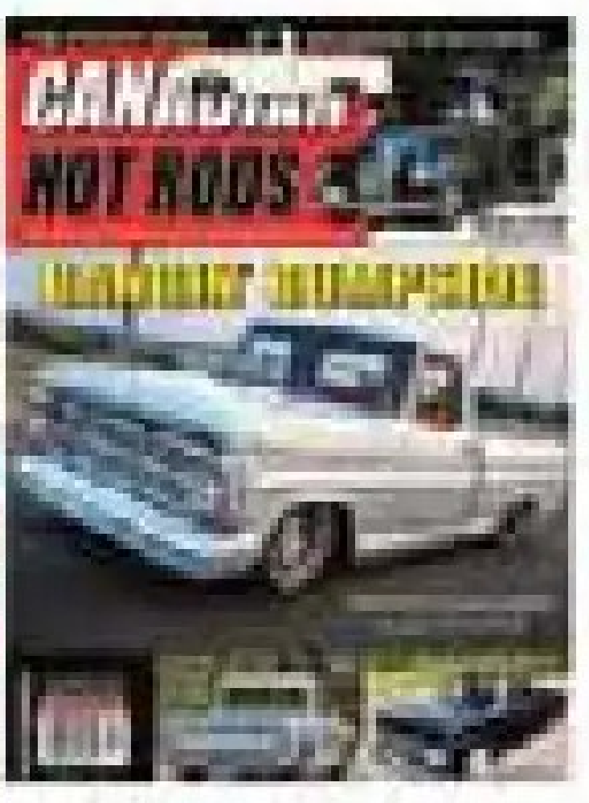
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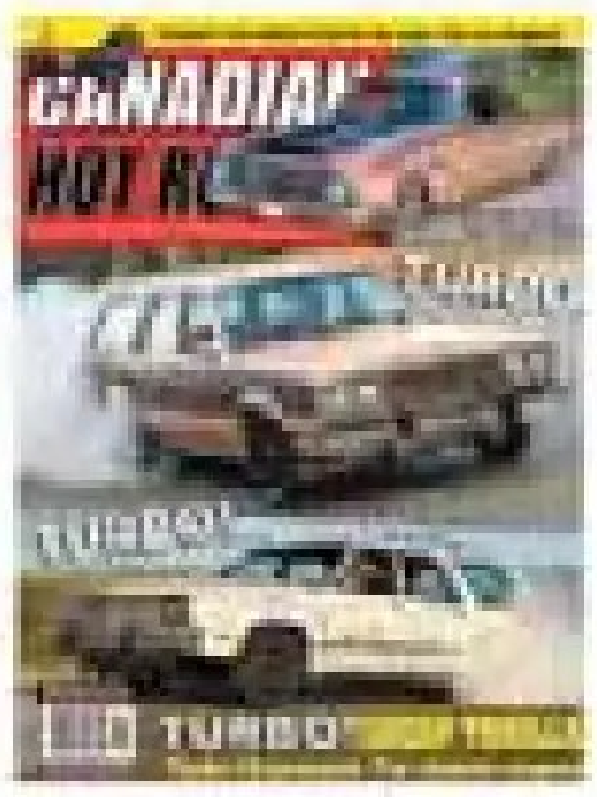
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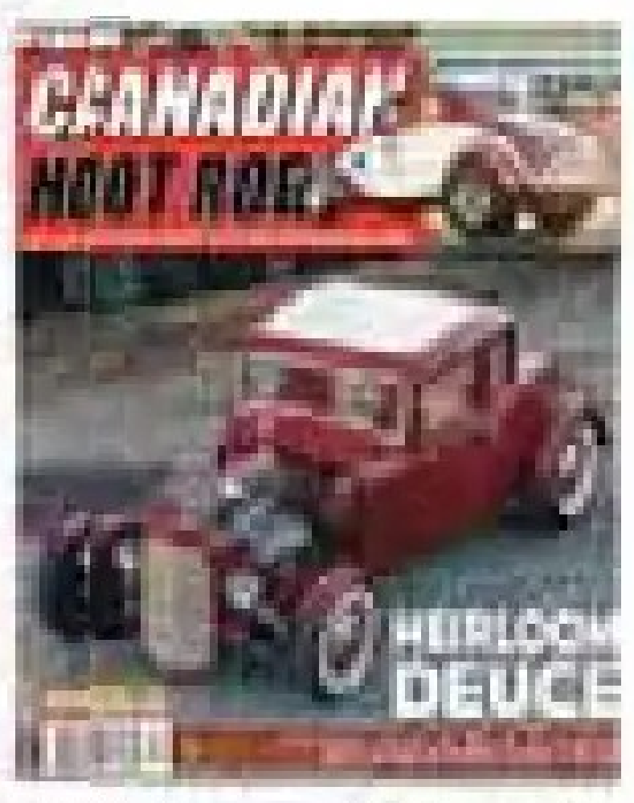
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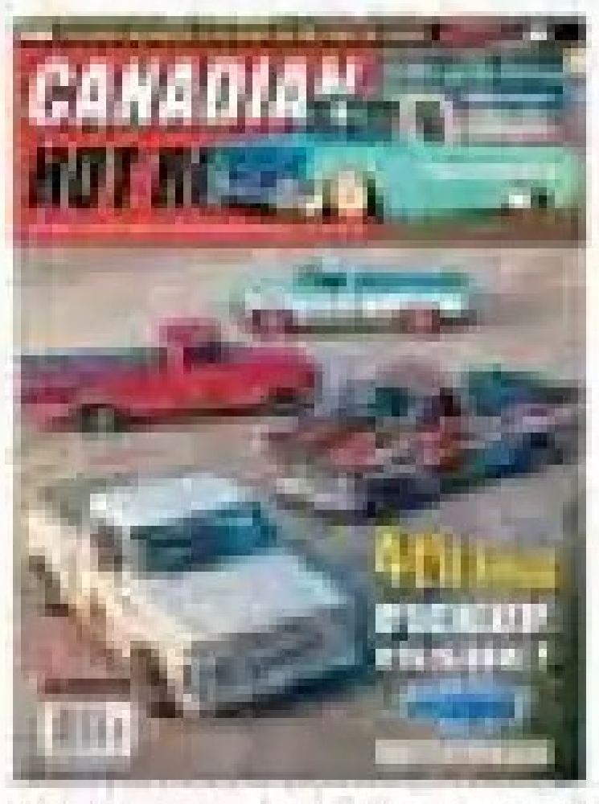
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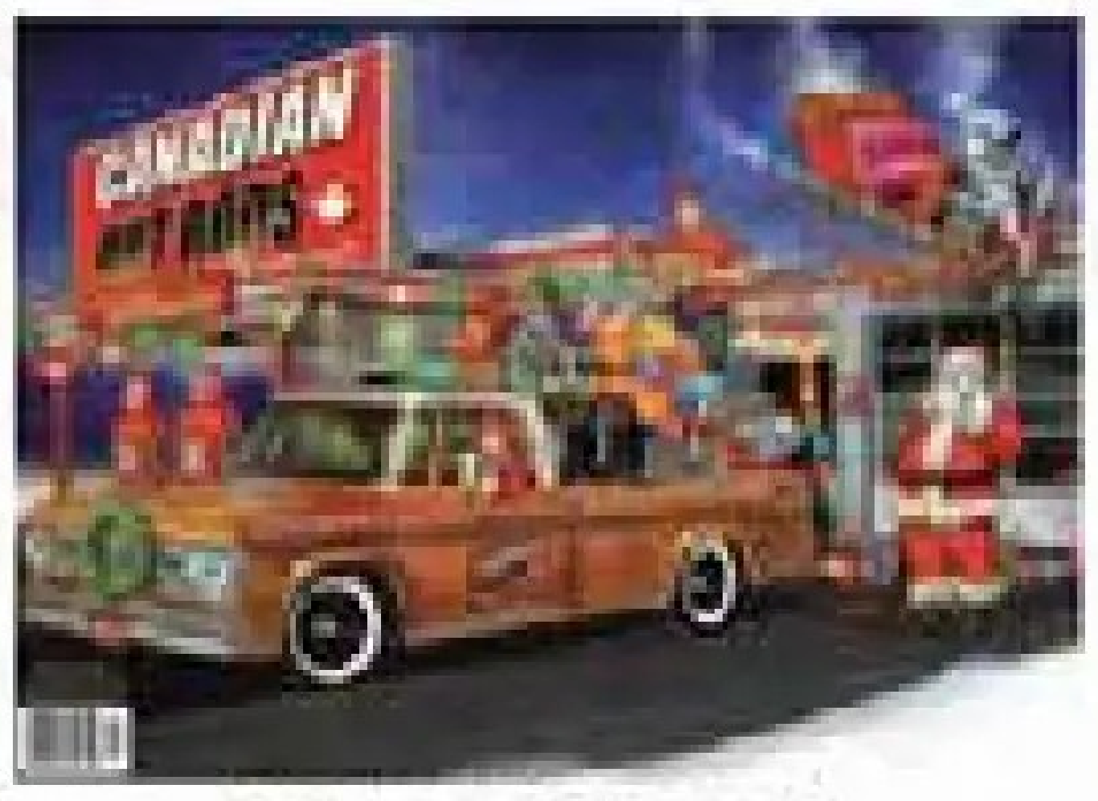
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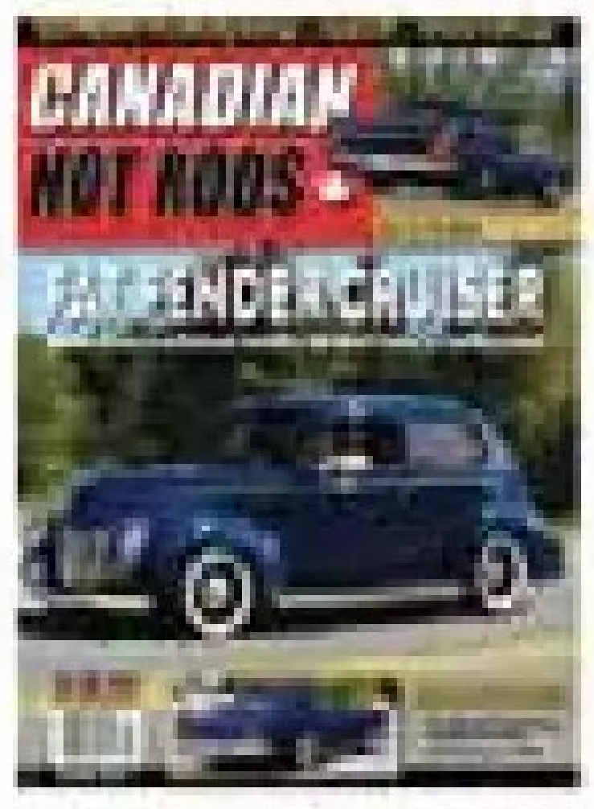
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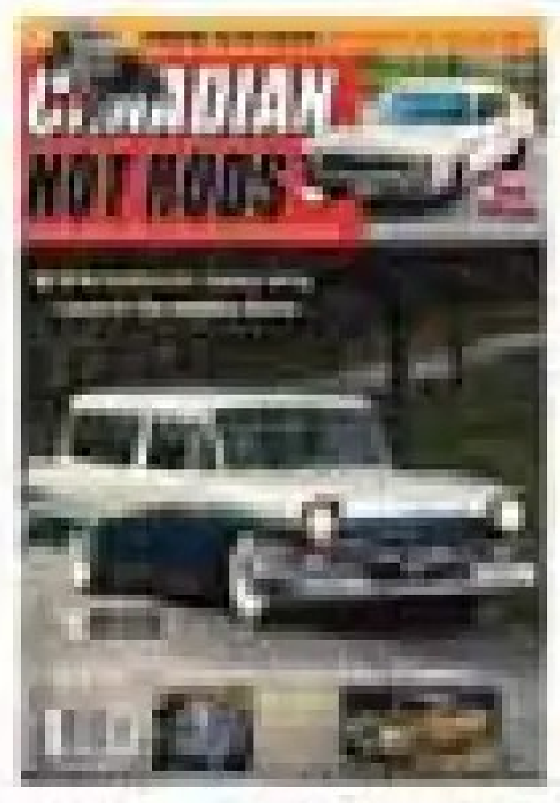
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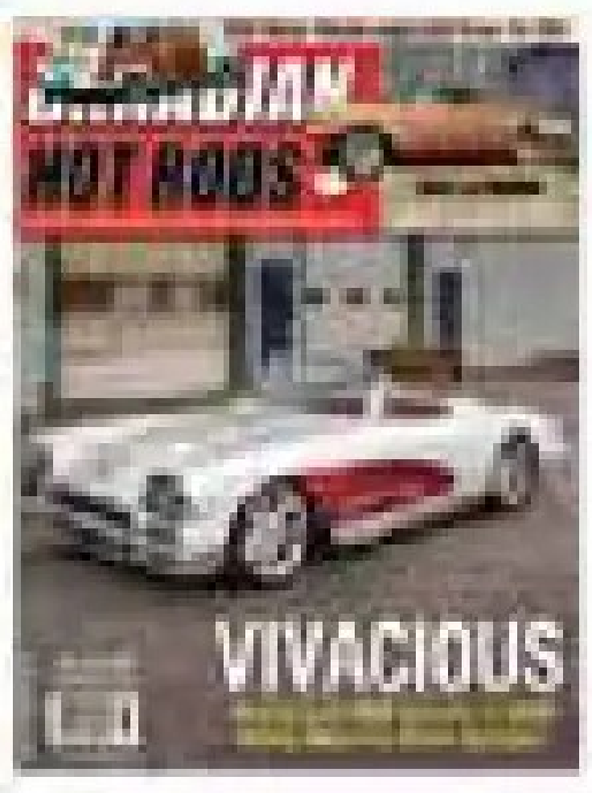
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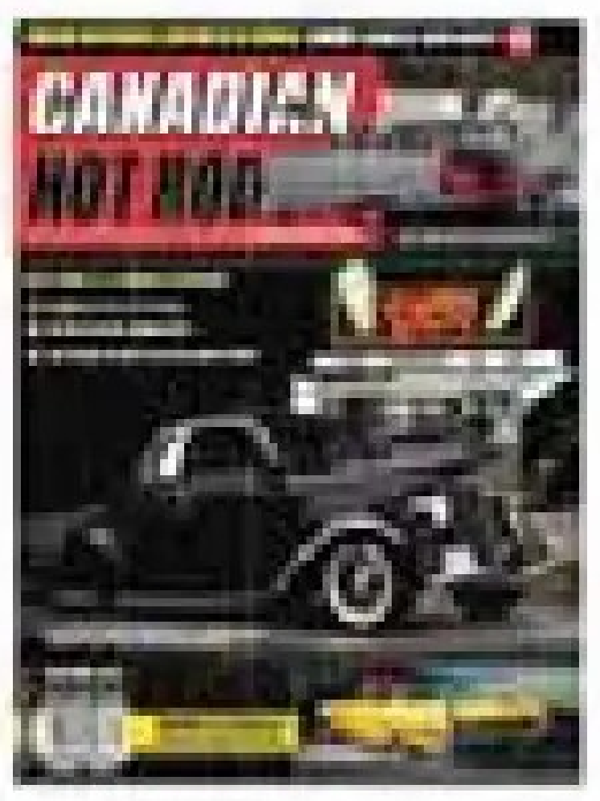
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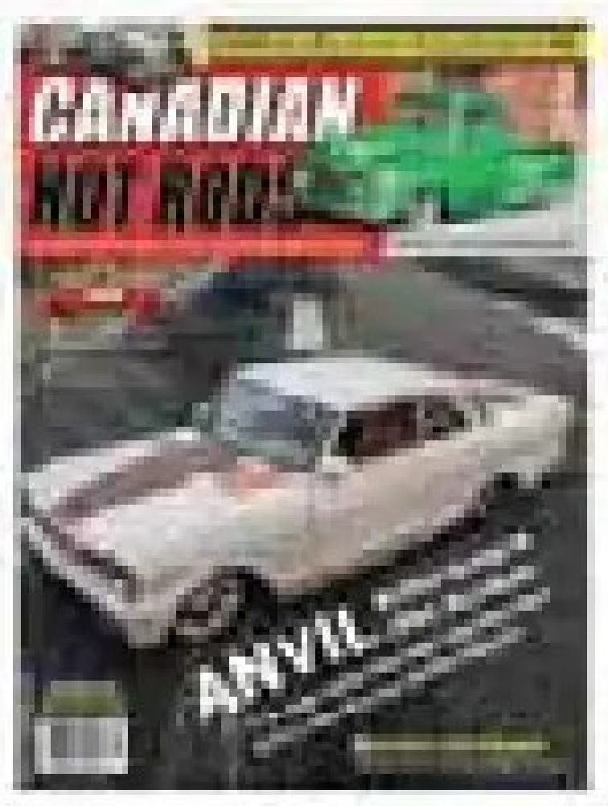
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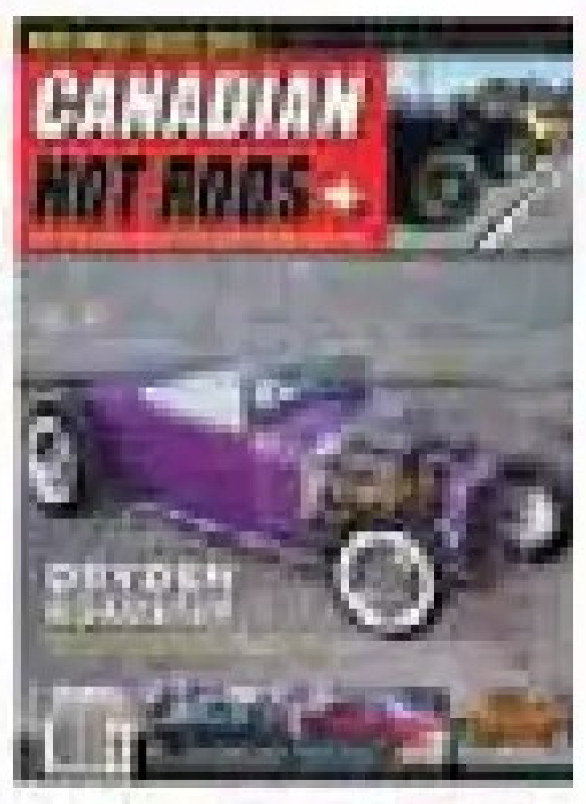
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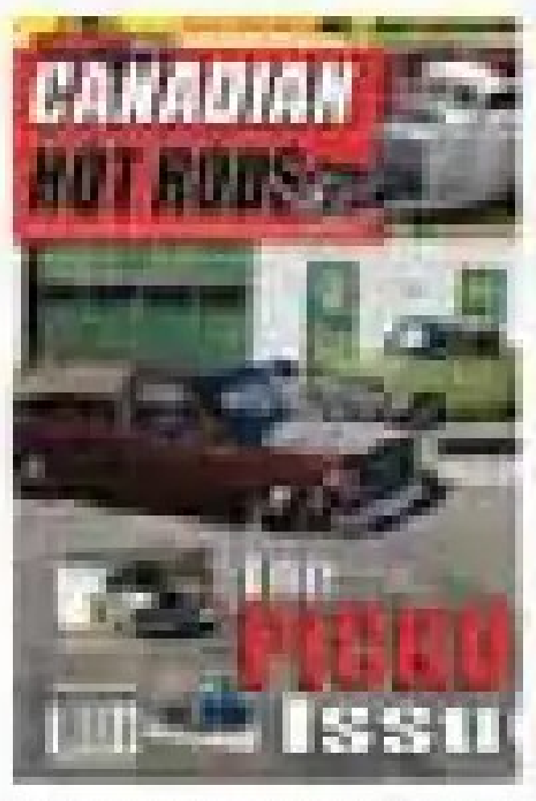
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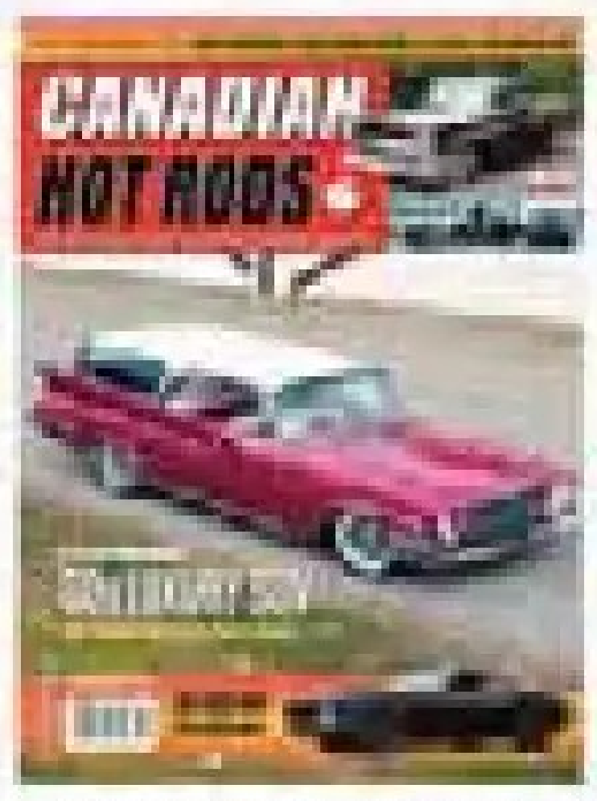
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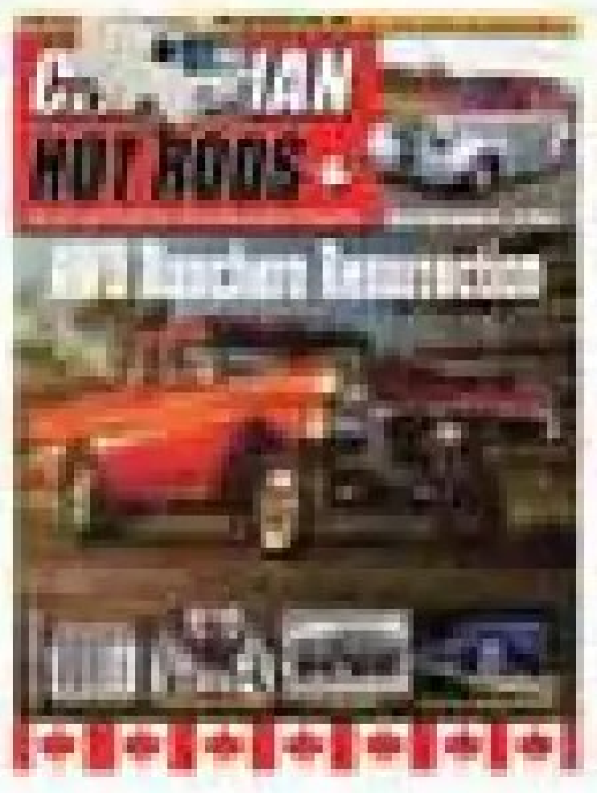
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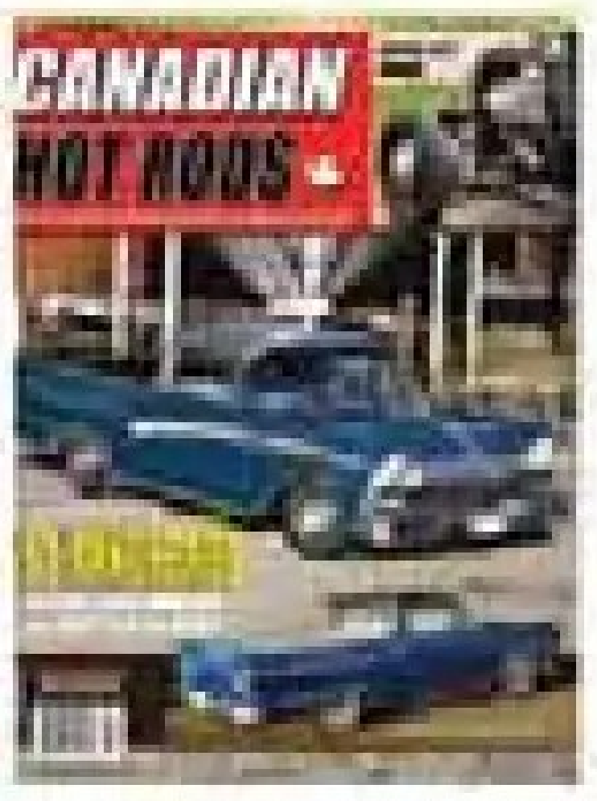
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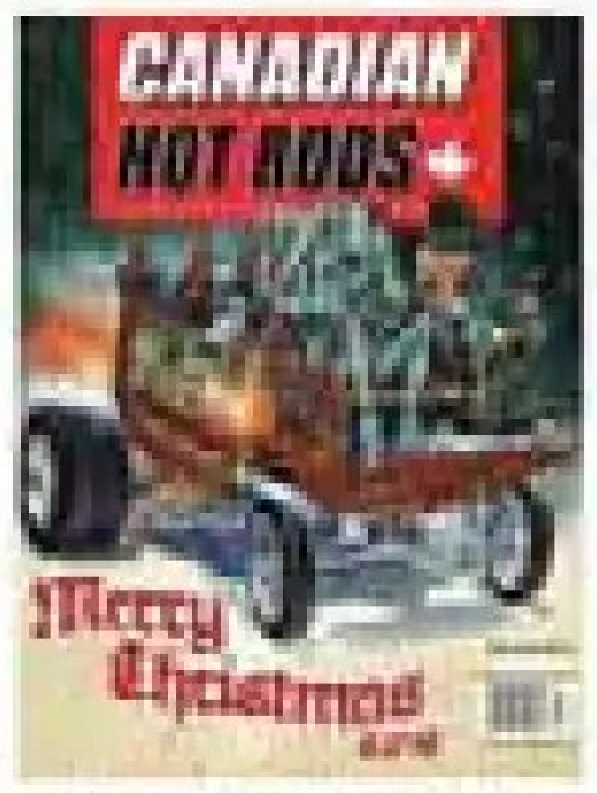
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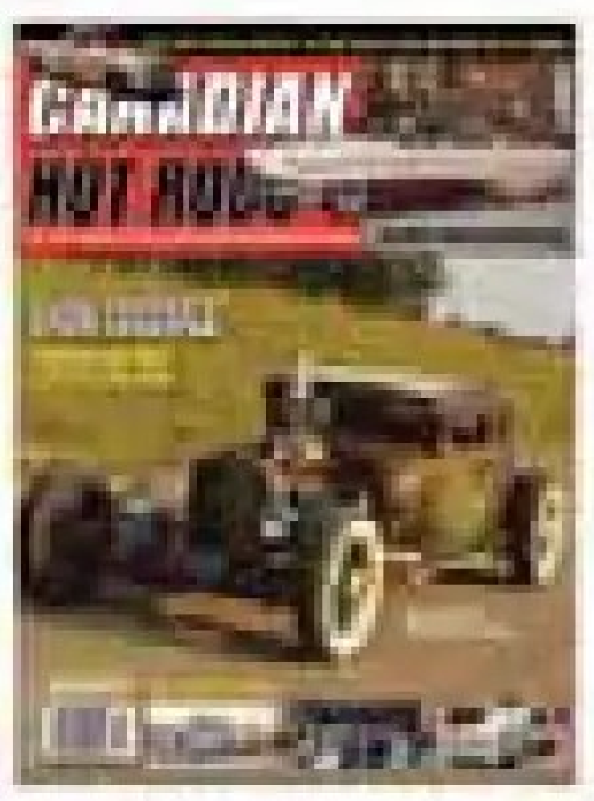
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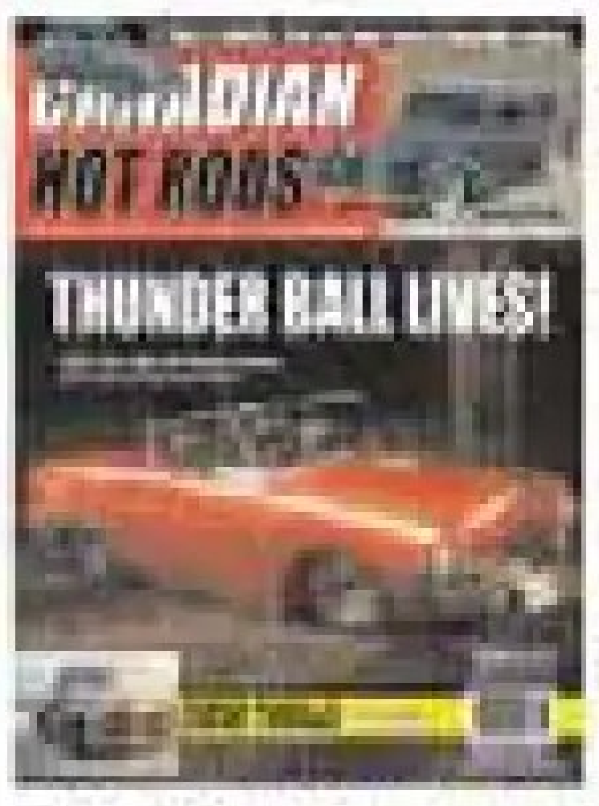
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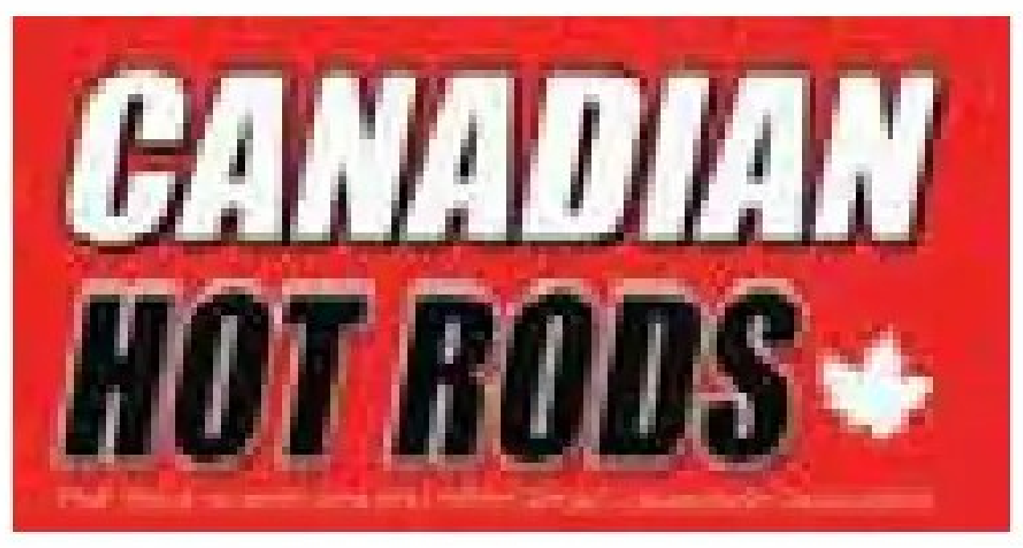
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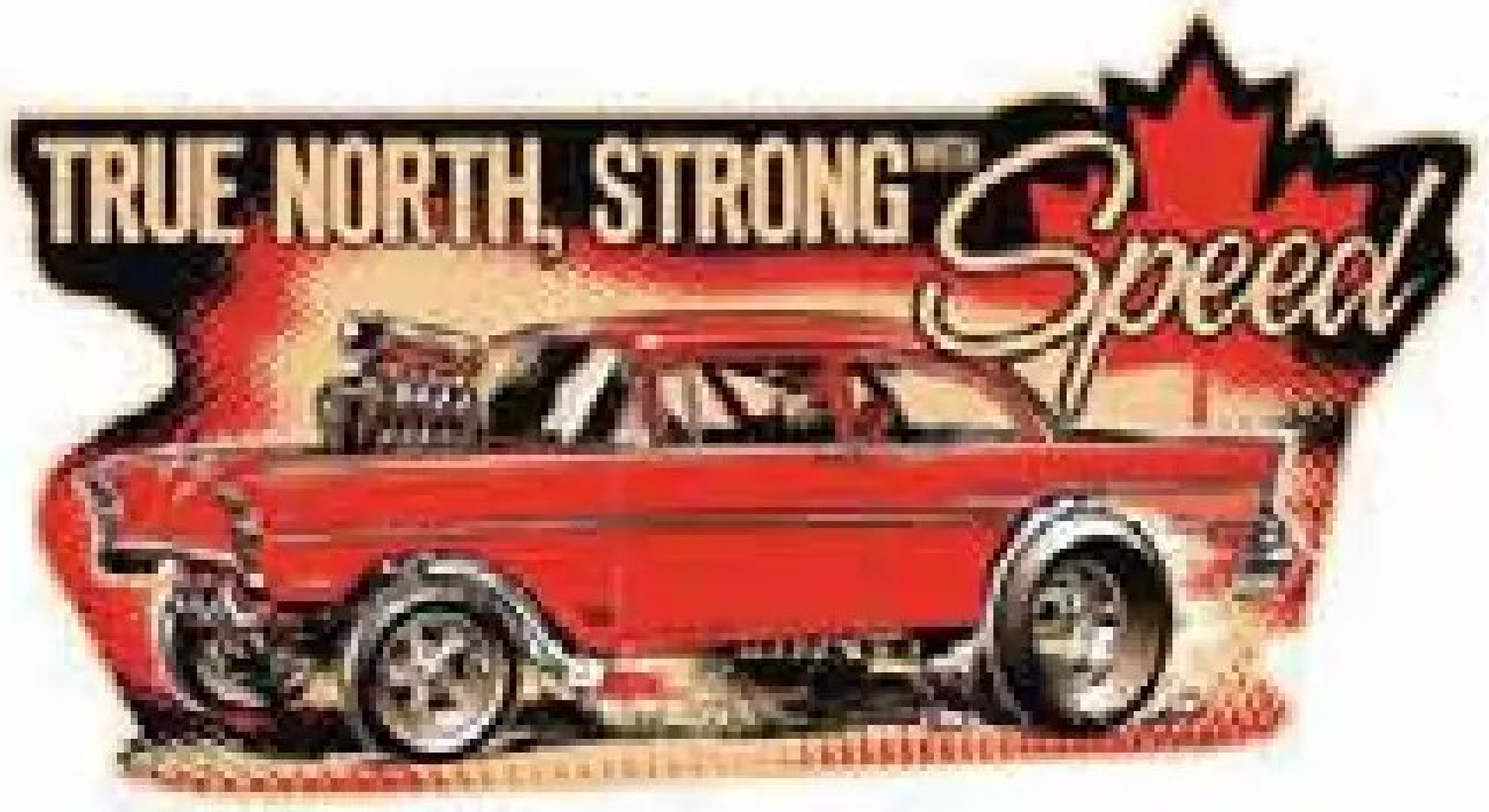
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TIN JUNKIES

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We're digging the roadster pickups, above is Brian and Linda Hiller's trick 1927 Ford and below left is Bob Proctor's 1928 Ford Model A Roadster pickup. At right, nice salt flats-inspired deuce roadster.

Clockwise from above, Harold F's 1937 Ford "flatback" Tudor sedan, Andy Dykstra's 1949 Ford Thames panel, Laurier Fontaine's 1957 Ford Fairlane and Adam Van De Groep's '55 Pontiac low rider featured a heavily metal-flaked custom paint job.

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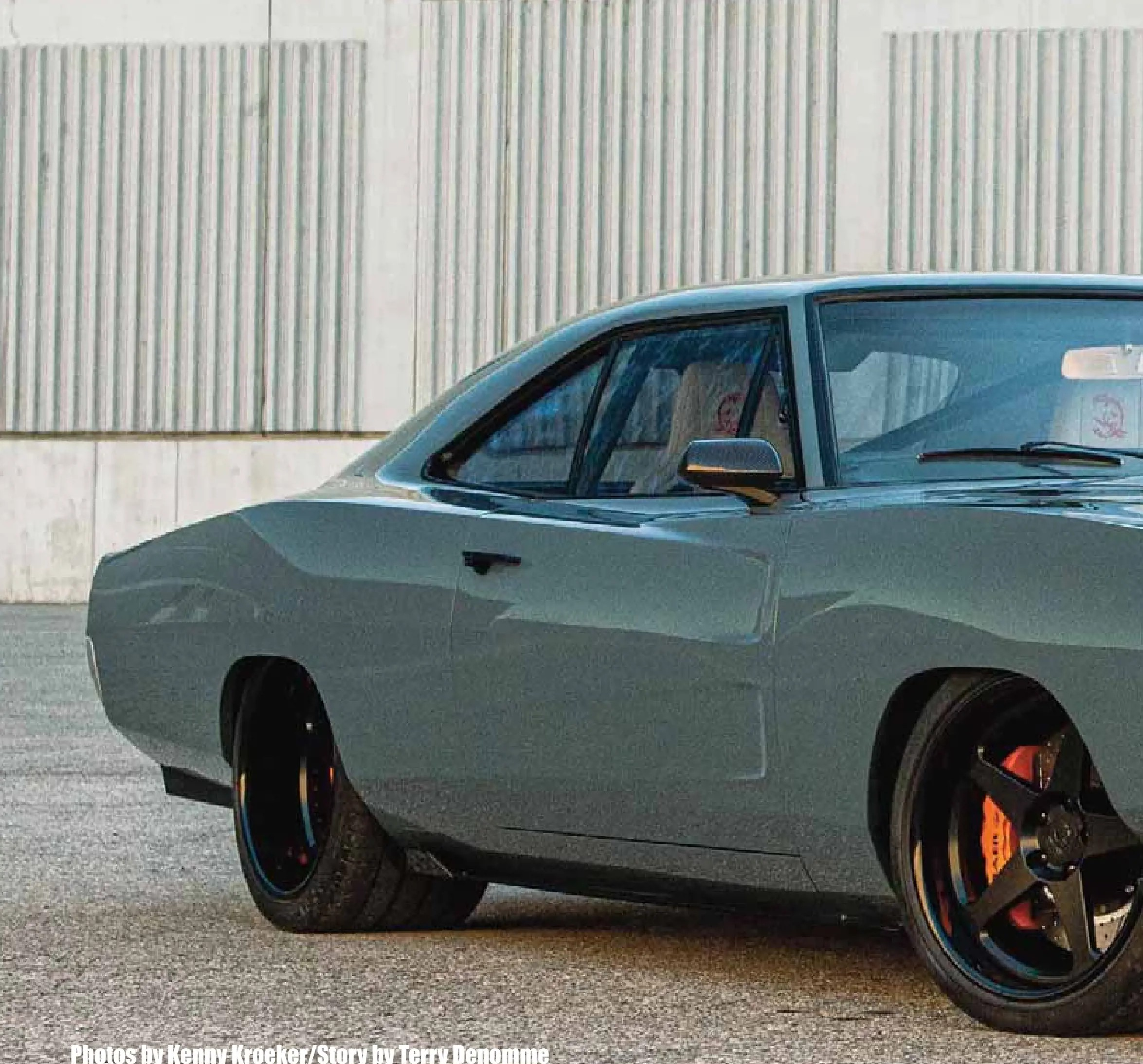

Photos by Kenny Kroeker/Story by Terry Denomme

ONE HELLEPHANT
OF A '69 CHARGER

Don Gasiunas always wanted to build a ’69 Charger and as the owner of Ontario’s Cars Reimagined he has the resources and contacts to do it. Back in 2019 he had his ’69 Charger but not its powerplant. Then on April 26, 2019 he was one of 100 lucky people to become the owner of a supercharged 1,000-hp, 950 lbs-ft torque monster V8 crate engine called a Hellephant. The privilege cost $30,000US and it changed the trajectory of the build leading to this gorgeous Pro Touring masterpiece.

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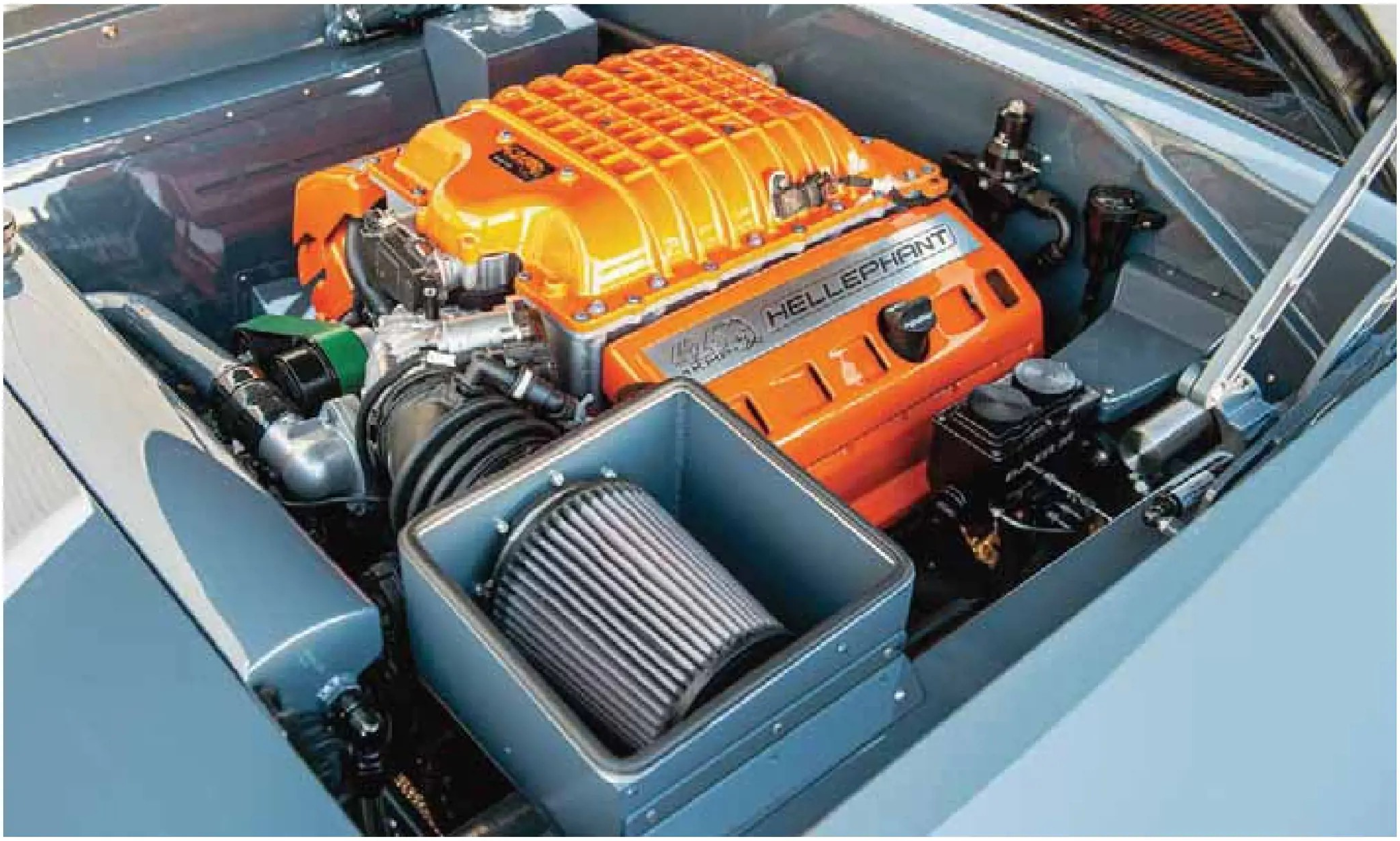
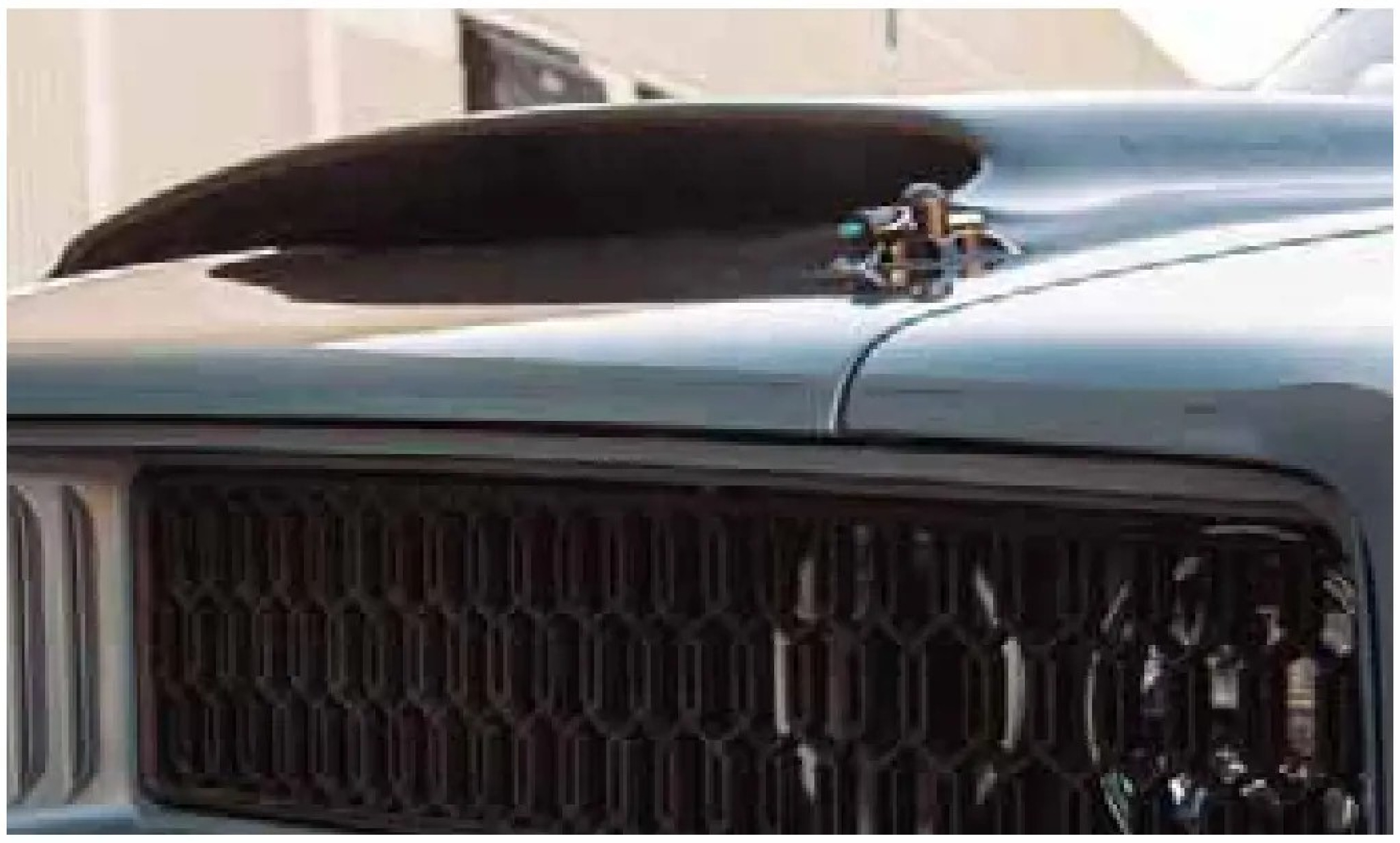


The all aluminum, fuel injected Gen III Hellephant displaces 426-ci (7.0L) similar to its iconic born-in-the-'60s big brother but achieved differently. The Gen II 426 had a 4.25" bore and 3.75" stroke while the Hellephant has a 4.125" bore x 4.00" stroke. Compression ratio is 9.5:1. The size of the first 426 Hemi led to its Elephant nickname, so Mopar combined it with the Hellcat moniker to create the Hellephant label. The 3.0-litre IHI twin-screw supercharger perched on top is a big reason for the 1,000-hp rating. The 3.02" supercharger pulley provides 14% more overdrive compared to the Hellcat Redeye Hemi that inspired the Hellephant. It gulps air via its 105mm throttle body. The custom built air box seals to a custom built ram air pocket built into the Charger's carbon fibre hood which features a custom hood scoop inspired by the late model Hellcat Chargers and Demons.



Gasiunas clearly remembers receiving confirmation he had beat the odds to become a lucky Hellephant owner because it was the day his '69 Charger project went nuclear.

"I always wanted a '69 Charger," says Gasiunas, adding it was the '69's grille design he preferred over the '68 or '70 Charger. After purchasing his Mopar, the plan was update the front and rear suspension, bolt on some big wheels and fat tires and install a 775-hp Hellcat hemi.

But when the Hellephant package was teased at the 2018 SEMA show it sent ripples through the resto-mod world that reached all the way to Canada.

To be eligible Gasiunas says you had to have a classic car or muscle car VIN number as Mopar didn't want them going into modern cars. Next, on April 26, 2019, you had to get through to the order hotline before they all sold out. "I called at 9 am that morning and it was busy but then I got through the second time." All 100 engines sold within two days and Gasiunas immediately realized his previous vision wasn't going to cut it…nor was the idea of simply updating suspension components.

While '69 Chargers were unibody cars, he'd already considered ordering an Art Morrison chassis to tuck beneath it. "I knew they made one but as soon as I knew I was getting an engine capable of producing 950 lb-ft of torque that sealed the idea of purchasing one," he says, adding a full-frame chassis would ensure the Charger's sheet metal wouldn't get pretzled when the Hellephant's full forces were inevitably unleashed.

When the Hellephant finally arrived in 2020, just as covid was shutting down borders, Gasiunas opened the crate to discover he had 004 of 100. Cool.

Now it was time to get to work and Gasiunas would recruit a number of the best builders and fabricators in the Ontario car scene.

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While he wanted to retain the majority of the 2nd Gen Charger's body lines, Gasiunas and his team had several styling cues and refinements they wanted to perform.

Ken Stewart and Al Haringa at RPM Canada performed all the major body fabrication and modifications, including for starters essentially removing the Charger's unibody and floors to make room for the Art Morrison Sport GT chassis. RPM fabricated rear wheel tubs large enough to accomodate 19x12 wheels and fat tires.

The car's rocker panels were extended to cover the framerails and a billet rocker air foil was handbuilt. The firewall was completely modified and the upper cowl grilles were removed. The engine bay was completely custom made to accentuate and accomodate that beautiful Hellephant powerplant. The front grille is a CNC-machined one-off billet aluminum piece and its pattern was duplicated on the seats and door panels. The lower front valance was 3D printed and the lower splitter was custom made using carbon fibre. The rear lower valance was also handmade.

That massive, Hellcat Challenger inspired ram air hood scoop and hood were custom made using carbon fibre. "It had to have a functional ram air hood," says Gasiunas. "We had moulds and bucks made and made a bunch of hoods, changed this, changed that. When you put something on a car you stand back and look at it…look from different angles and a year later we got the hood down right."

Other modifications included deleting the drip rails to smooth out the Charger's edges. The bumpers, front and rear, were modified to match the body's contours and the rear bumper incorporates the reverse lights. The rear taillight bezel was machined from a solid block of acrylic.

When it was ready for body work and paint, the Charger was sent to Harse Auto Craft in Burlington, ON where the body was painted a custom Valspar Blue Graphite and then coated in multiple coats of House of Kolor clear coat.

The Art Morrison GT Chassis is renowned for its late model suspension architecure which out back includes a triangulated 4-link rear suspension with adjustable coilovers and a Strange Engineering 9" Ford rear end with posi. Performance oriented Baer 15" drilled and slotted rotors with 6-piston calipers are installed front and back. Up front is a fully IFS with rack and pinion steering. The wheels are custom 3-piece Forgeline units, 19x12 out back and 19x10 up front. Rear tires are 345/35ZR19 Michelin Pilot Sports while the front tires are 275/35/ZR19 Micheline Pilot Sports.

The interior concept mixes performance and luxury and you can see — and read — all about it on the opposite page.

The project was completed in time to be featured in the front hall of the Motorama Custom Car and Motorsports Expos in March 2024. Not surprisingly it was a huge hit, winning no less than seven honours, including a Canadian 10 honour, Pro Touring Hagerty Class Award and "Hagerty Best" for Best Plymouth/Dodge. It finished a close second to Kevin Mindel's Grand Championship winning '68 Cougar which was a Ridler Great 8 car the week before at Detroit Autorama.

The car also made big waves at the Triple Crown of Hot Rodding show in Nashville, TN.

Gasiunas not only finally has the manually shifted '69 Charger he always wanted, but now had one of the wildest ones in North America.

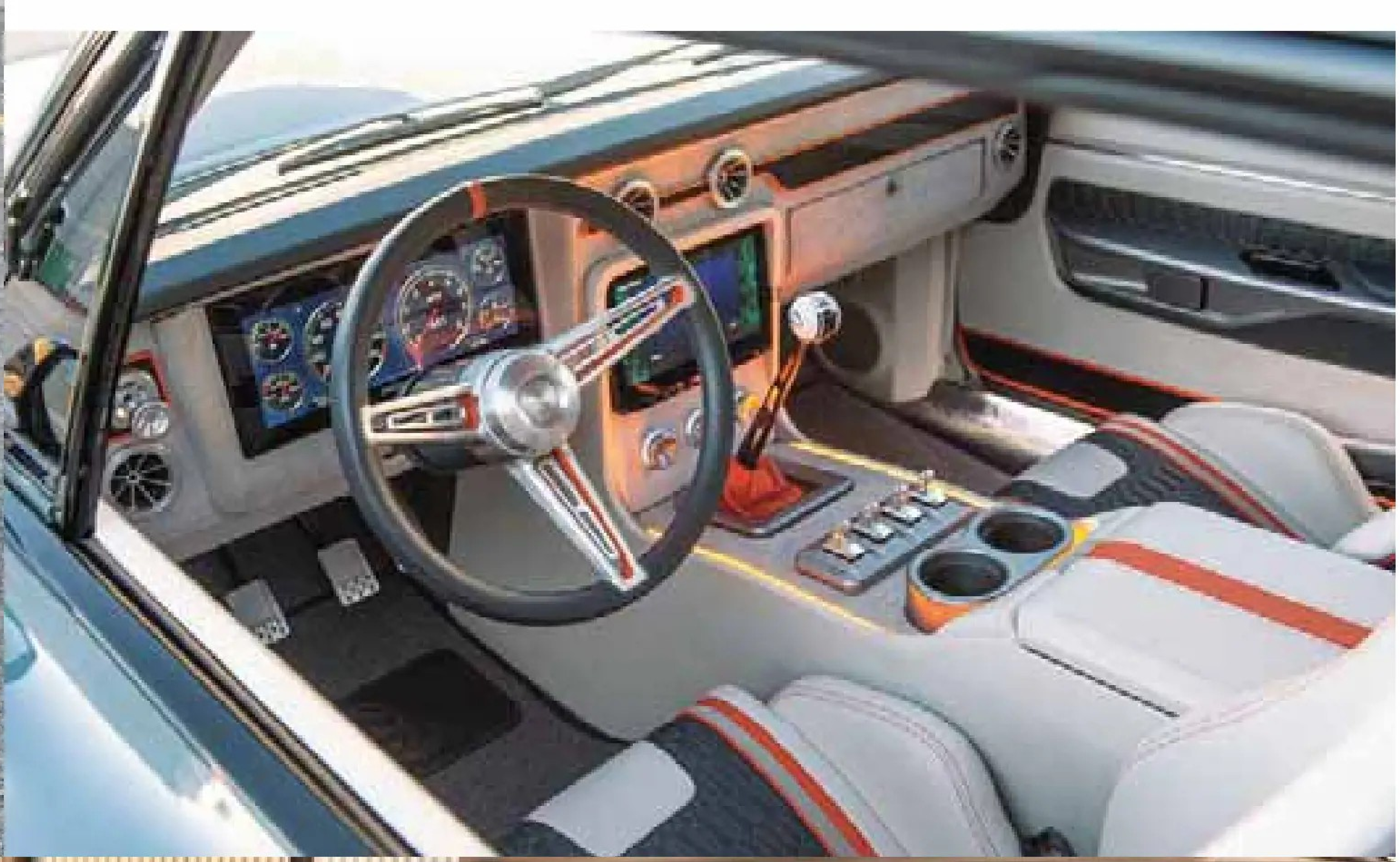
While it's definitely a high dollar show car, he drives it regularly to a cars and coffee show in his Burlington, ON hometown. "I took it to one last year and there were 400 cars, including Lambos, Ferraris and even a Bugatti," says Gasiunas. "It was named Best in Show."

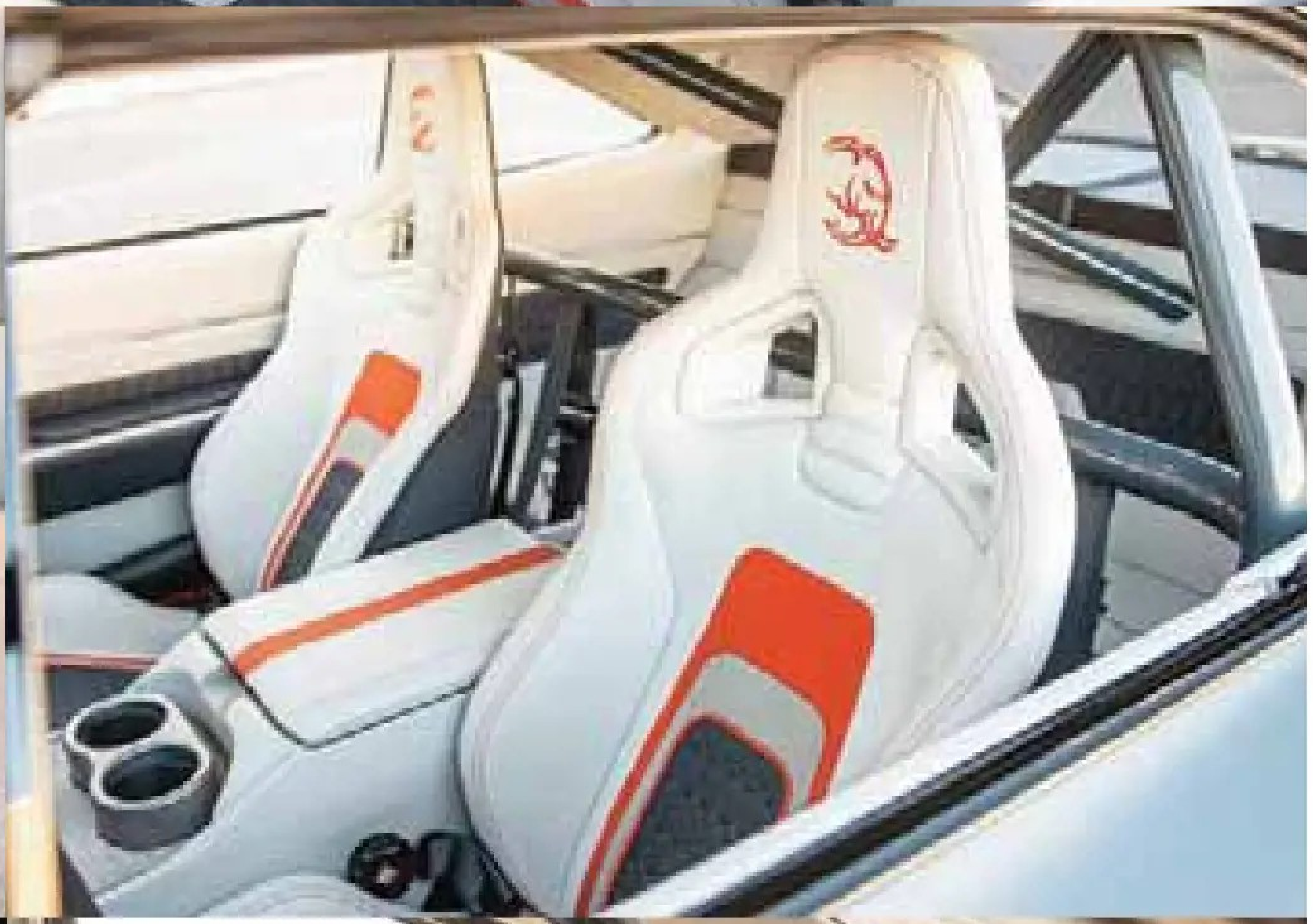
Not surprisingly he says it's stupid fast and he loves the supercharger's whine and Hellephant's wow factor. "It's the fastest car I've ever owned," says Gasiunas, who's owned a number of high end cars over the years.

As much as he loves driving it, the car is now up for sale. "I just loving building something that takes the bar up another notch and love seeing people's reaction to it," he says.

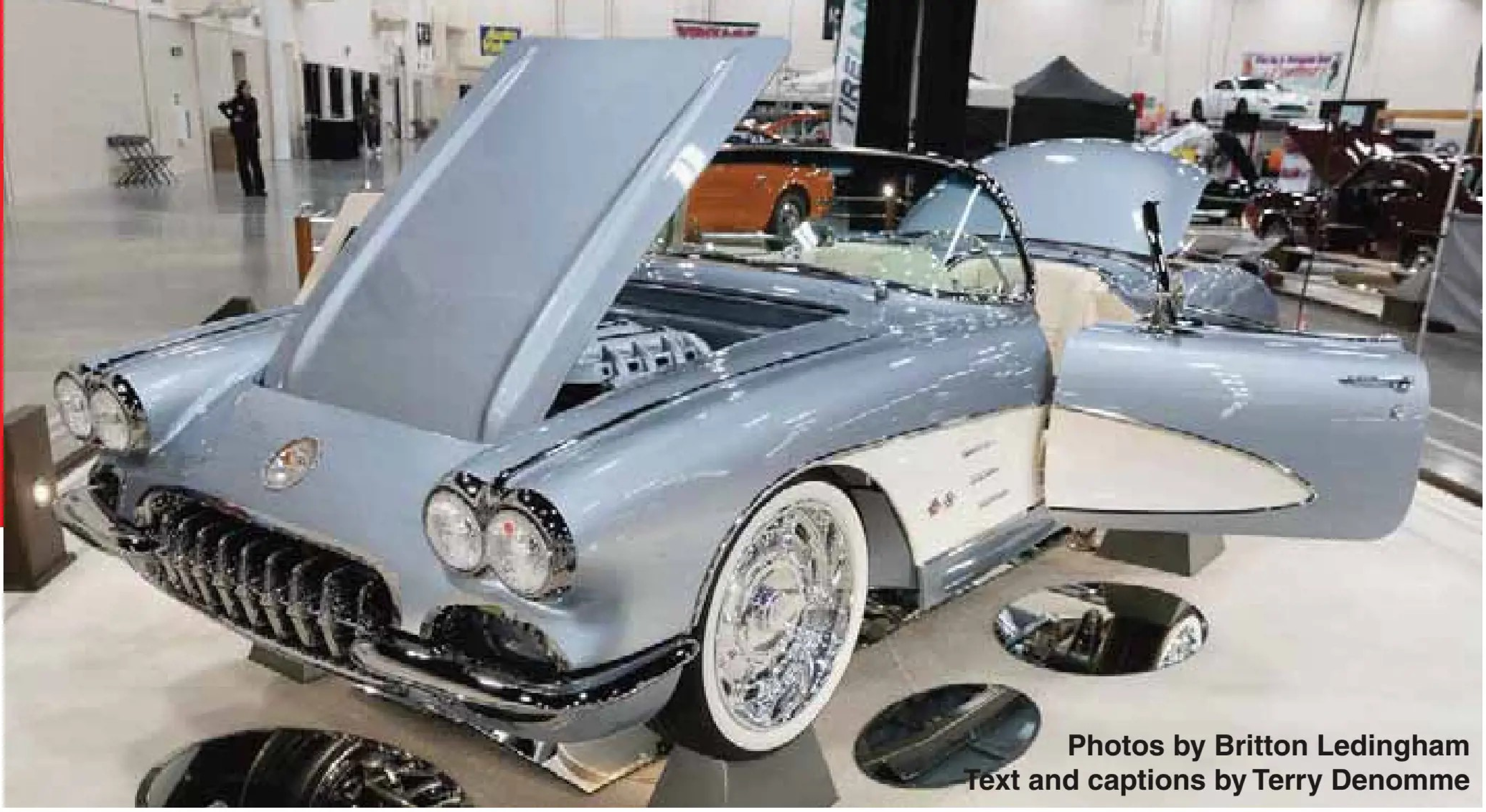
Whomever the buyer is, he's guaranteed to get one Hellephant of a 1969 Charger.

*As mentioned earlier, Gasiunas put together a talented crew to build the Hellephant. Special thanks go to, other than those already mentioned, Performance Car Restorations, Chris Brown (electrical), Jason Roberts at Fugitive Custom Cars, Wes Barbour at Vintage Tin, Antares Media Inc.





There are nine hides of imported Italian leather in the Hellephant's interior, which was designed by Gasiunas and Travis Highlander and stitched by Derek at Custom Creations in Chilliwack, BC. Custom Creations also did the accessory bags stored in the custom trunk. The cabin features several custom CNC machined pieces, including dash vents and switches, as well as a one-piece billet aluminum steering wheel by SPARC Industries on an ididit tilt column. The custom headliner is made from one piece of suede-like Alcantara. The dash features a custom Holley EFI Pro Dash 12.3" digital gauge setup. The racing seats, 5-point harnesses and 10-point+ roll cage are a nod to the Hellephant's capability of pushing this car to 8-second 1/4 times. A premium Kenwood stereo system pumps out the tunes while LED accent lighting throughout can set any mood the driver desires. The shifter is a custom billet piece and is linked to a Tremec T56 Max manual transmission.



Photos by Britton Ledingham
Text and captions by Terry Denomme

WOW NO. 57

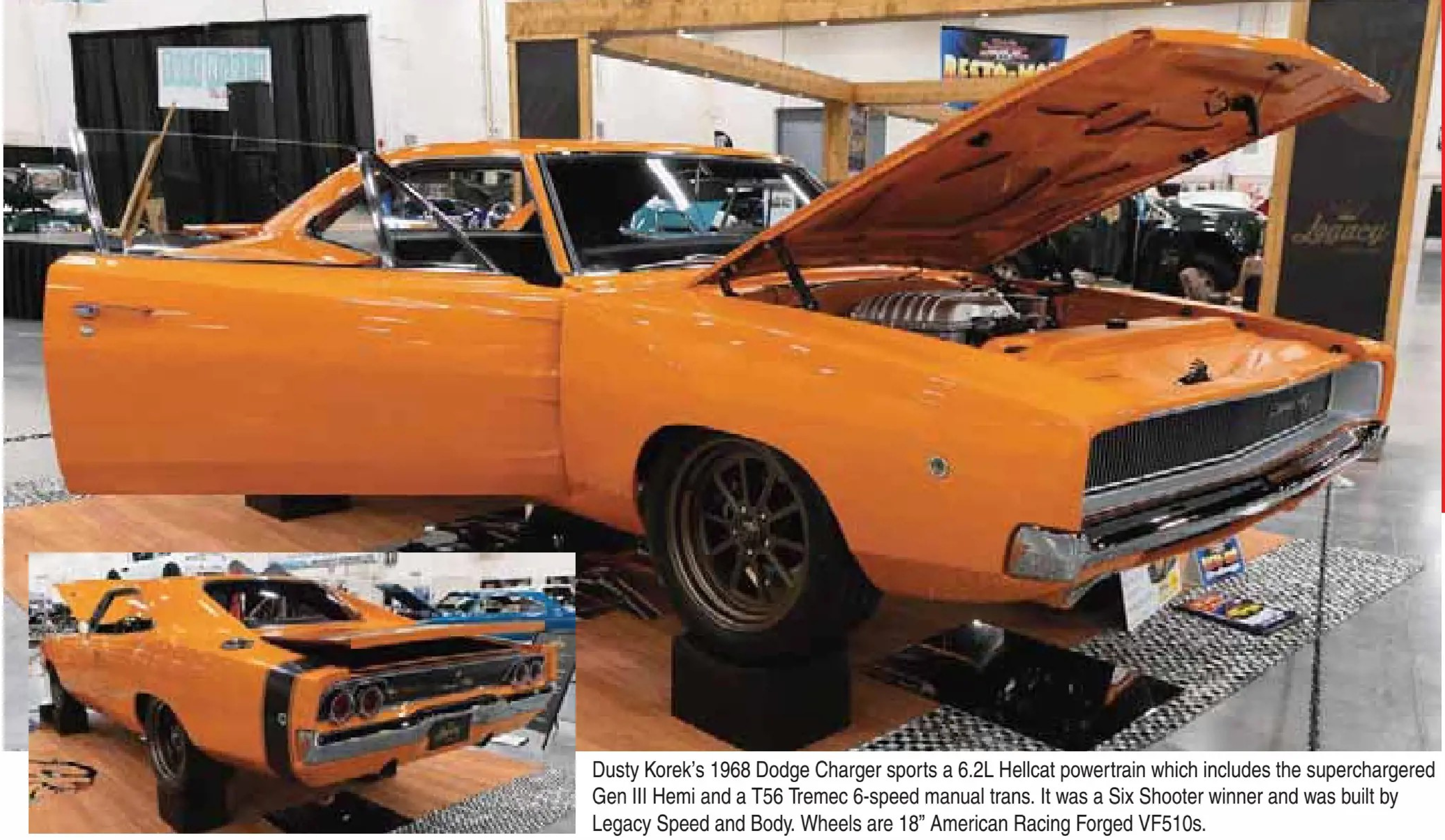
Calgary, AB

The Auto Value Calgary World of Wheels, presented by Heighton Auto Restorations, celebrated its 57th year March 28-30 at the BMO Center at Calgary Stampede Park.

More than 200 hot rods, customs, classics, trucks, motorcycles and more were on display. As usual, there was great competition for the coveted Jim Leslie Memorial Award, the Western Canadian equivalent of the Ridler Award. In the end, judges selected six finalists, aka Six Shooter award winners, and those included Dusty Korek's '68 Dodge Charger, Mike Roach's '32 Ford Tudor, Steve Bacovsky's '70 Ford Mustang, Warren Button's '71 Datsun 240Z, Derek Zuck's '67 Ford Mustang Godzilla and Garnet and Darlene Hansen's '59 Corvette. The Hansen's Vette won it all. Enjoy the pics.

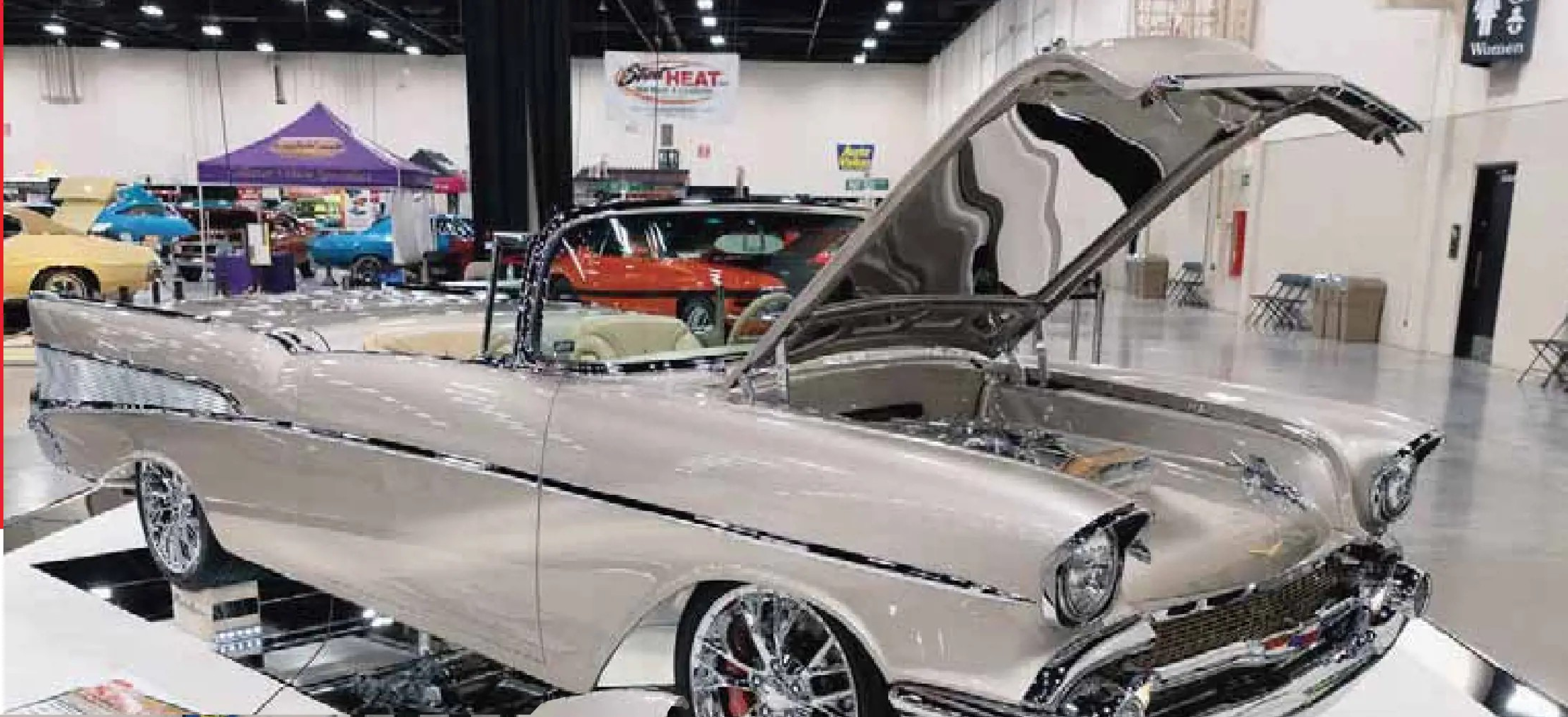
JIM LESLIE
MEMORIAL
AWARD

Garnett and Darlene Hansen's 1959 Corvette, built by Heighton Auto Restorations Inc, won the coveted Jim Leslie Memorial Award. Above, the Hansen's are all smiles when they receive the trophy. The Corvette is built on an Art Morrisson Enterprises GT chassis, rolling on Evod Industries 18x8 CI Classic wheels and is powered by a LS2 and bolted to a Tremec TKX 5-speed transmission. Look for a full feature on this Corvette in a future issue of **Canadian Hot Rods** magazine.

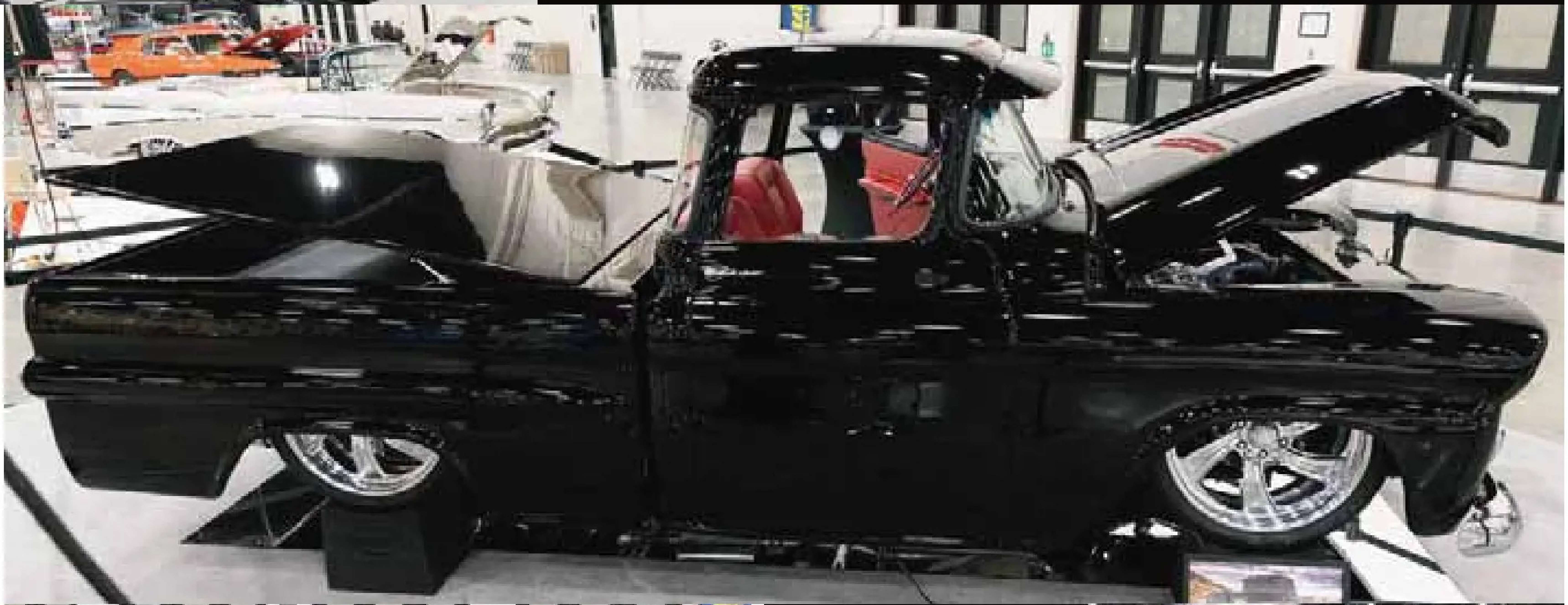


Dusty Korek's 1968 Dodge Charger sports a 6.2L Hellcat powertrain which includes the supercharged Gen III Hemi and a T56 Tremec 6-speed manual trans. It was a Six Shooter winner and was built by Legacy Speed and Body. Wheels are 18" American Racing Forged VF510s.

Starting above left, with Warren Burton's 1971 Datsun 240Z , and going clockwise are the rest of the Six Shooter winners, including Steve Bacovsky's 1970 Ford Mustang Mach 1, Derek Zuck's Legacy Speed and Body-built 1967 Mustang Fastback with 7.3L Ford Godzilla engine with Whipple Supercharger and Mike Roach's '383-ci small block Chevy stroker motor-powered 1932 Ford Tudor sedan.



Fresh-off his Detroit Autorama Great 8 honour was David Bradwell's stunning '57 Chevy convertible. Bradwell's custom touches are too numerous to list here, but he's reimagined his Tri-Five drop top as a 2-seater roadster and is 100% responsible for all the car's custom touches. It's powered by an LT5 engine out of a C4 Corvette ZR-1 six-speed ZF manual transmission. Car and owner are out of Tappen, BC.



Brent Befus out of Airdrie, AB built this sweet 1958 Chevy Apache fleetside custom pickup. Powered by a Gen 4 6.2L LS engine linked to an GM 4L80e auto trans it rides on a custom chassis with Porterbuilt front and rear suspension clips with Accuair air-ride suspension. Behind those slick 22x9 Intro Radicalli wheels is a 4-corner set of Wilwood disc brakes. Won Outstanding Full & Radical Handbuilt Truck.

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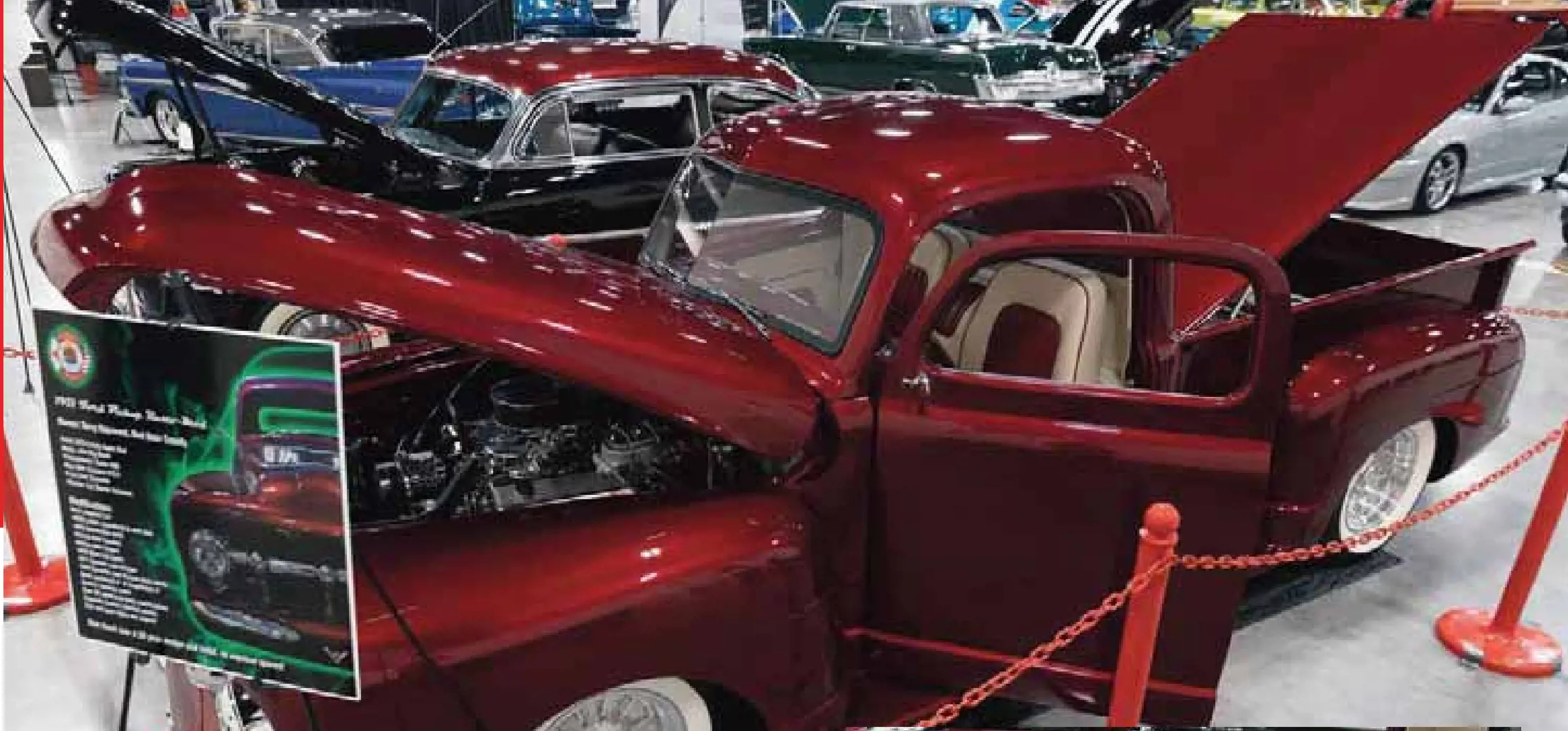
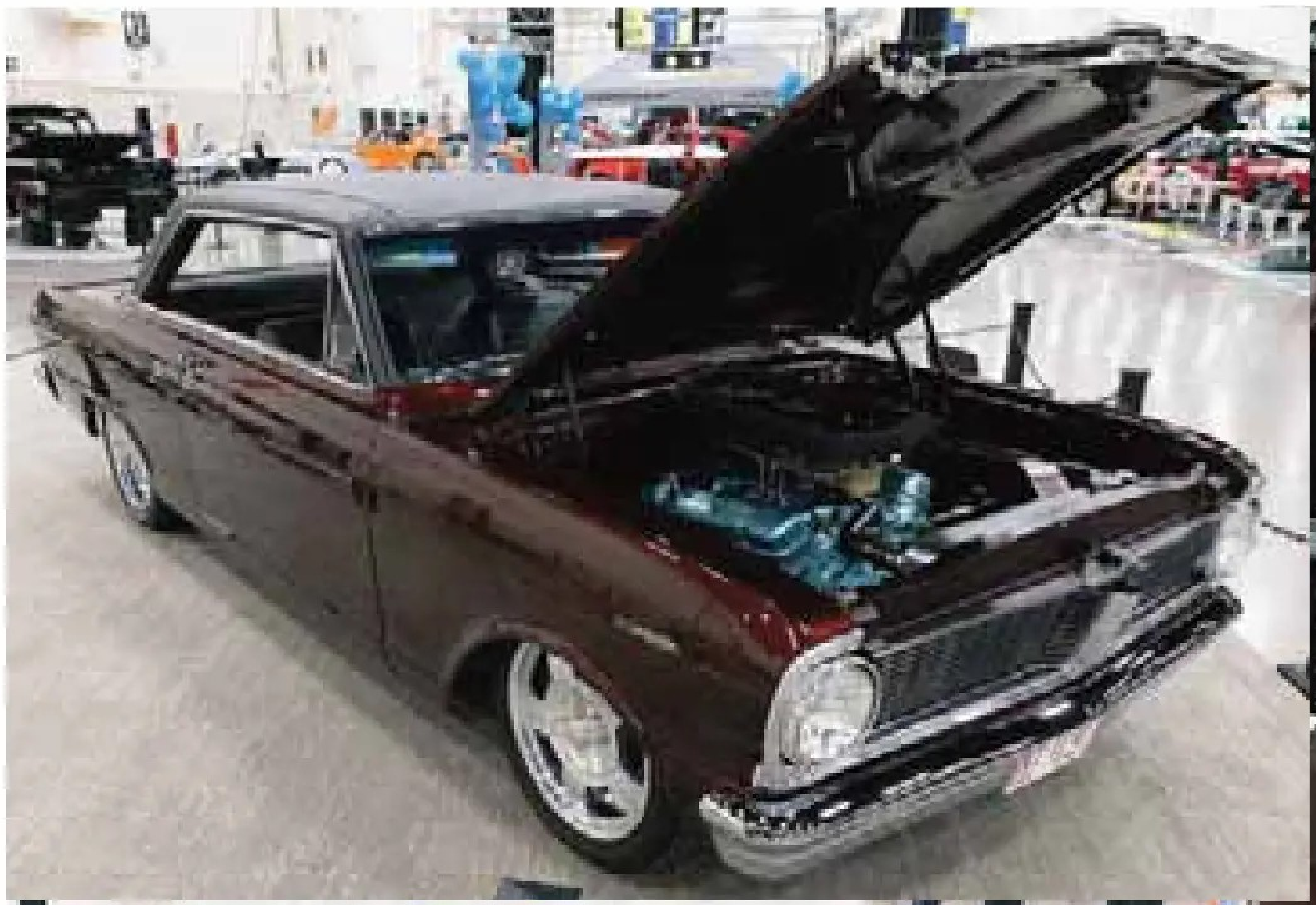


Custom ’51 Ford pickup is owned by Terry Raymond in Red Deer County, AB. A 20-year project,mods include a 3.5” top chop, 1950 Chevy windshield and roof skin, 1956 Oldsmobile dash, 1950 Mercury taillights, 1971 Camaro rear bumper, hood sectioned 4” and lengthened 3”. 454-ci big block Chevy. Won the Radical P/U class.



Richard and Penny Hammer out of Viking, AB own this beautiful 1965 Acadian Canso Sport Deluxe resto mod rides on a Roadster Shop Chassis with Raceline Scoundrel wheels and Wilwood disc brakes all around. One of our favourite parts is the gorgeously detailed 400-ci Pontiac V8 with an Autotrend Tri-power fuel injection setup. Super sweet car built by Hot Rods by Dean in Phoenix, AZ. A worthy winner of the Outstanding Street Machine award.

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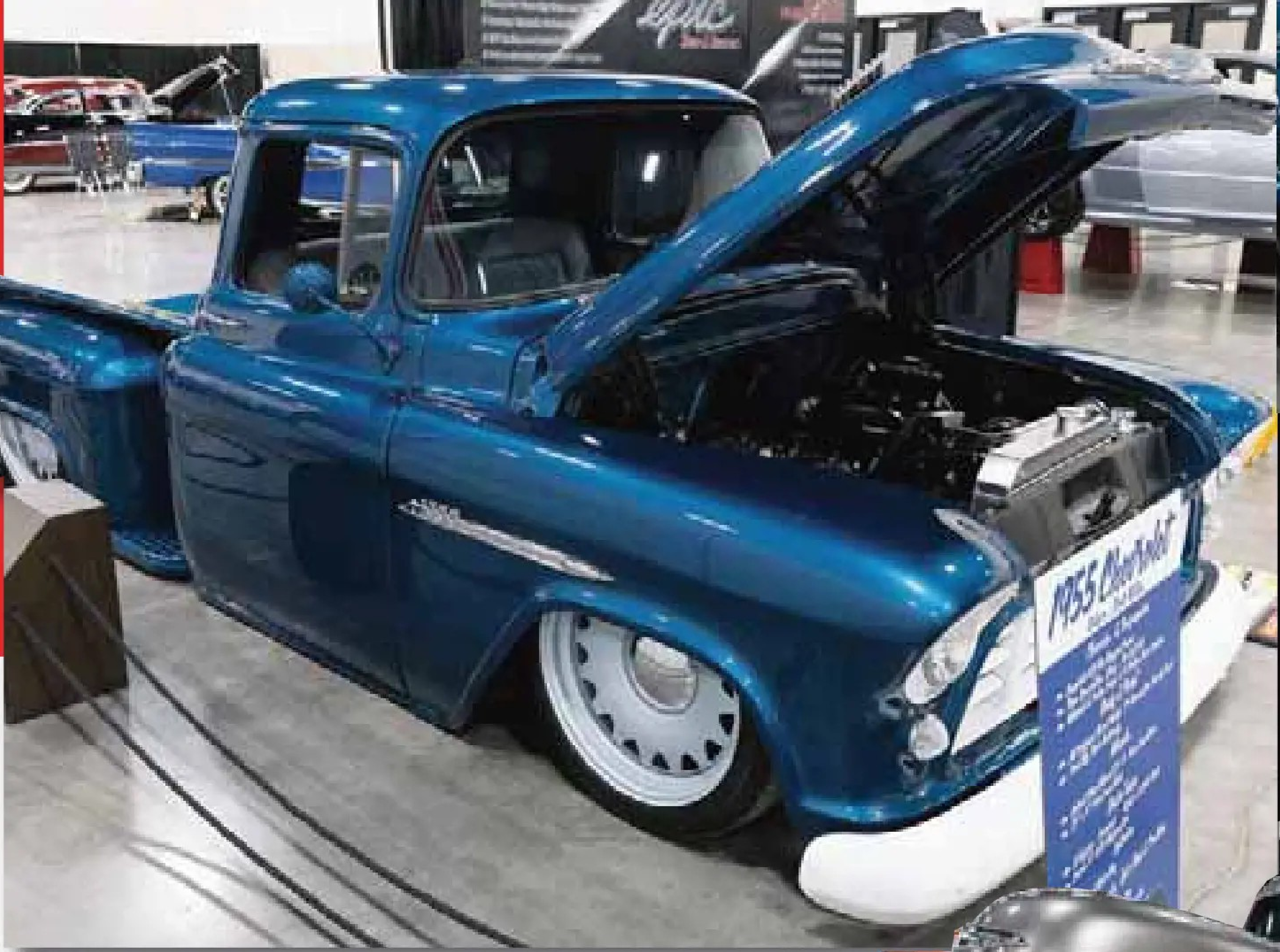
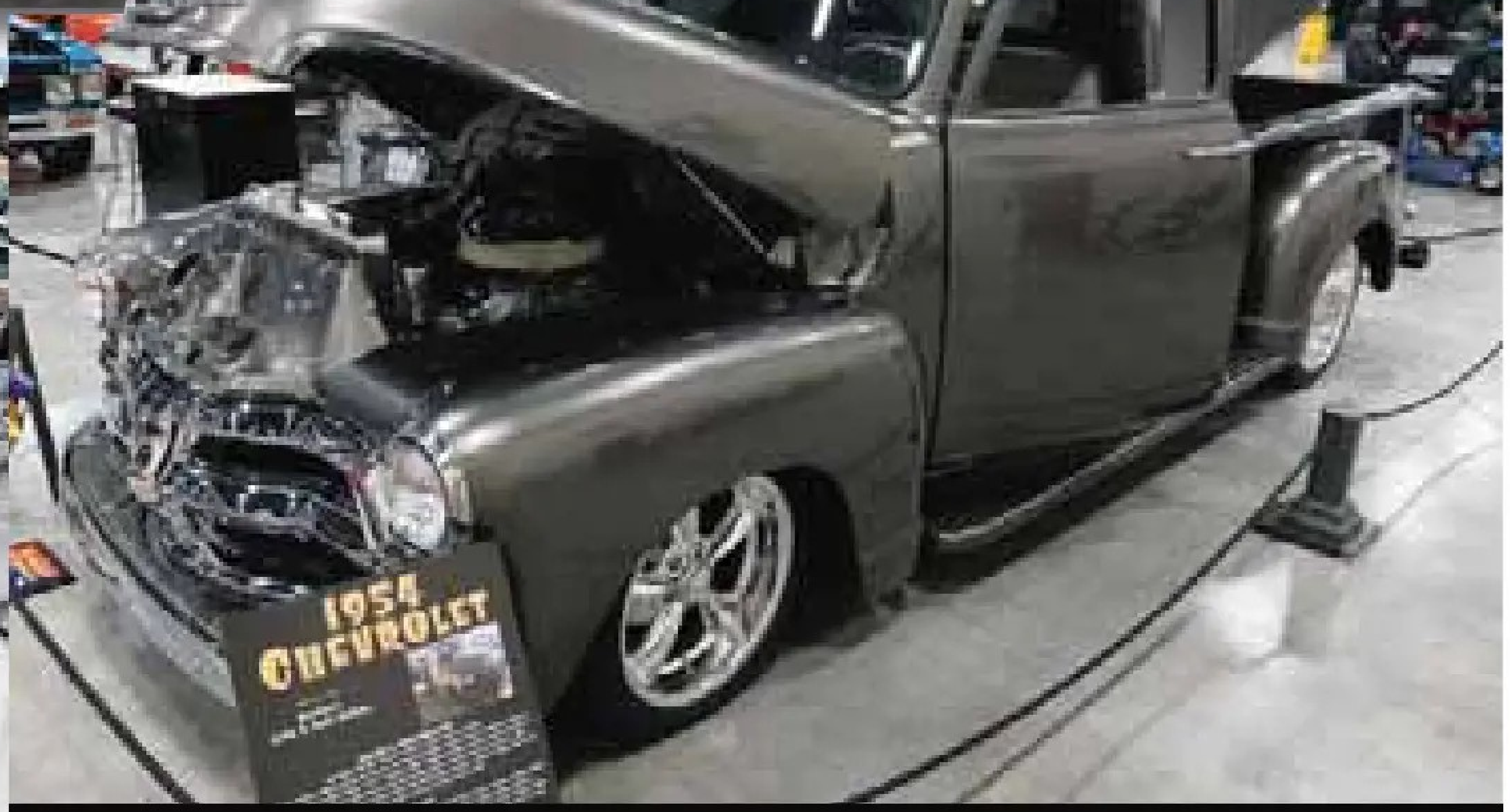
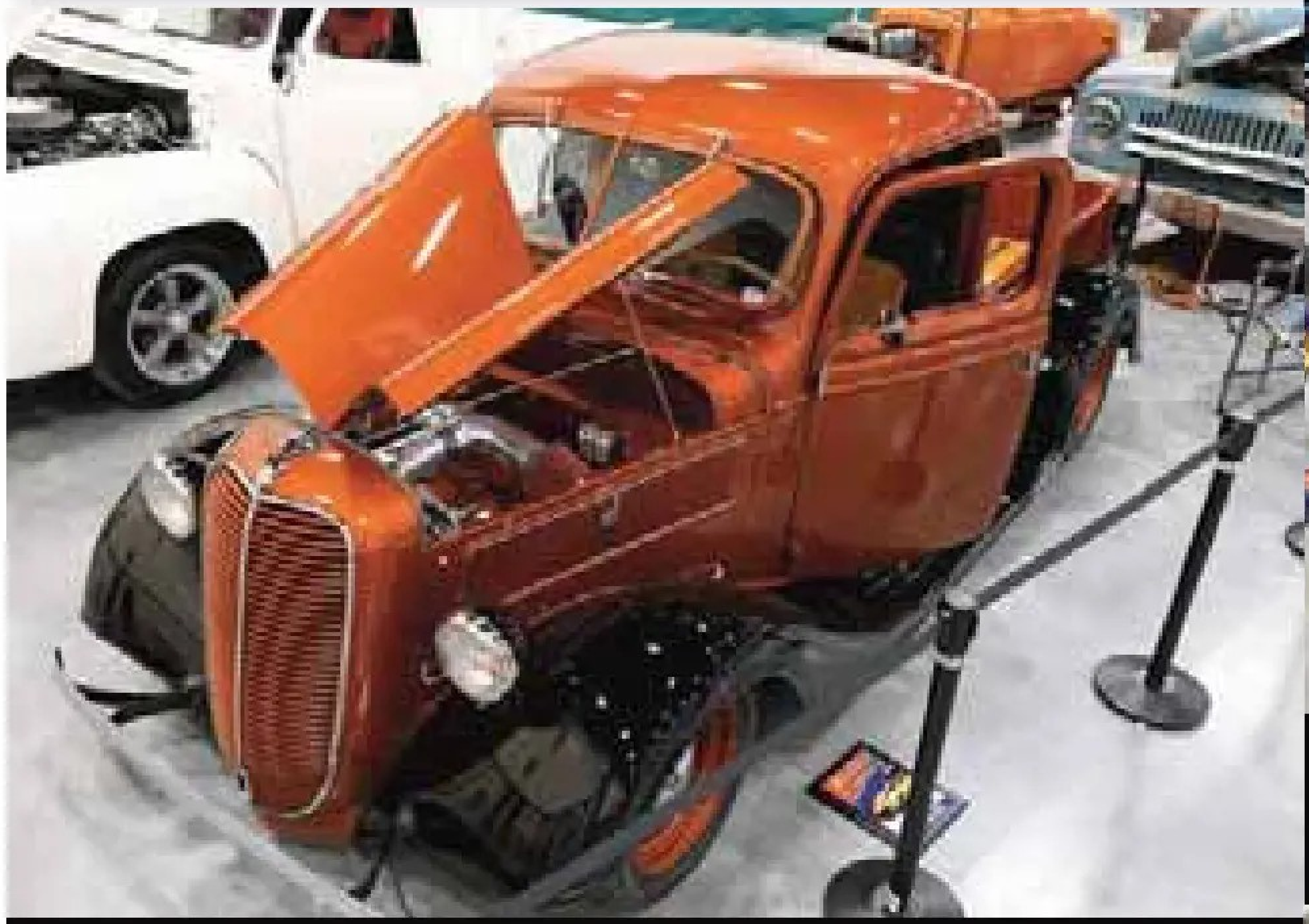


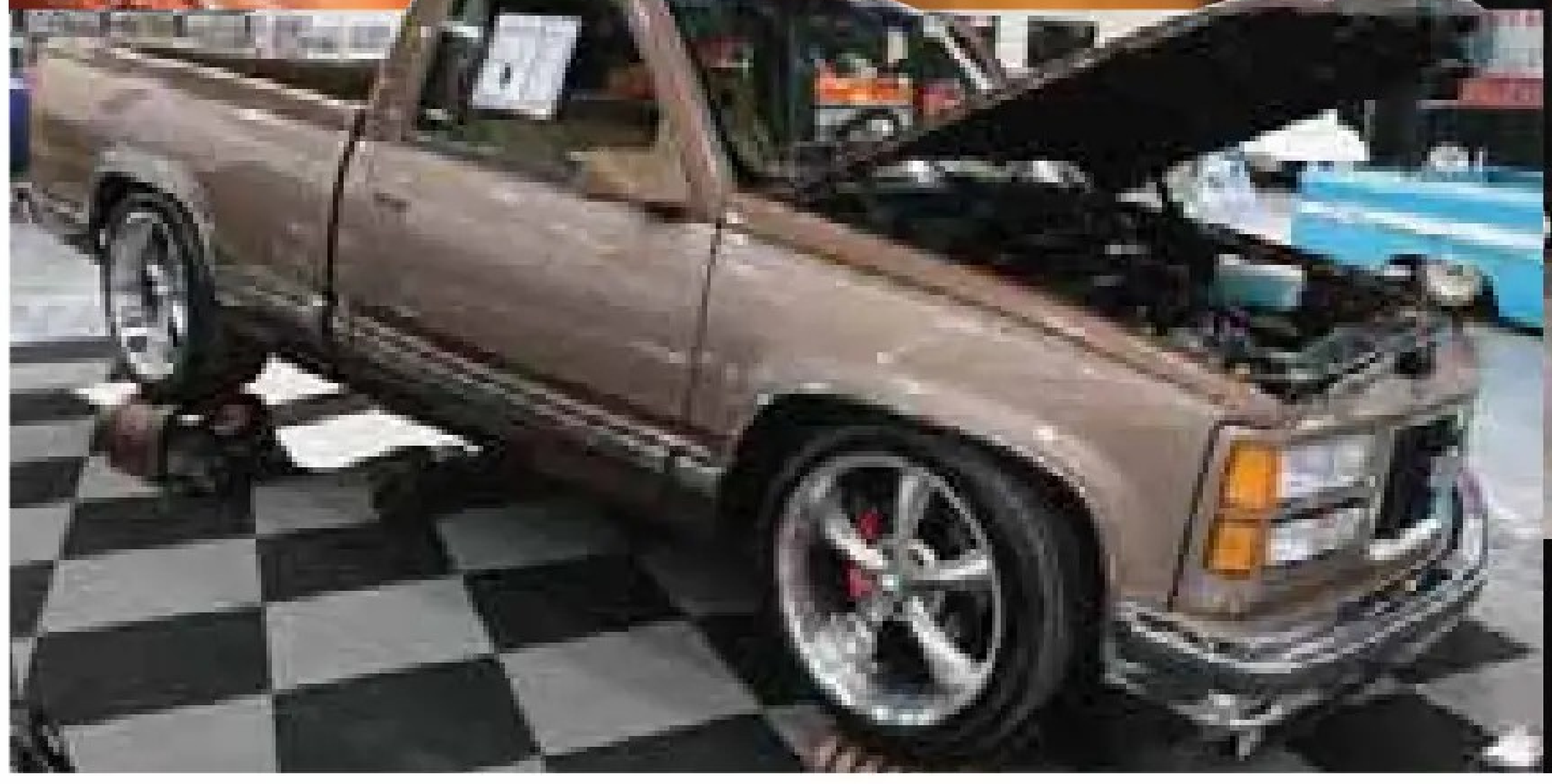
Scott Hills '55 Chevy pickup was a standout with complete GSI Machine & Fabricaton airbag suspension with Slam Specialties air bags and an Air Lift Performance 3H management system. Wheels are 22x9 Detroit Steel D-Town Smoothies with Wilwood disc brakes all around. Drivetrain consists of a "cammed" LS backed by a 4L60e automatic trans spinning the power back a Currie 9" Ford rear end with 4.10 gears. Hill says it's a third generation family truck with all its original sheet metal intact. First in Mild P/U class.

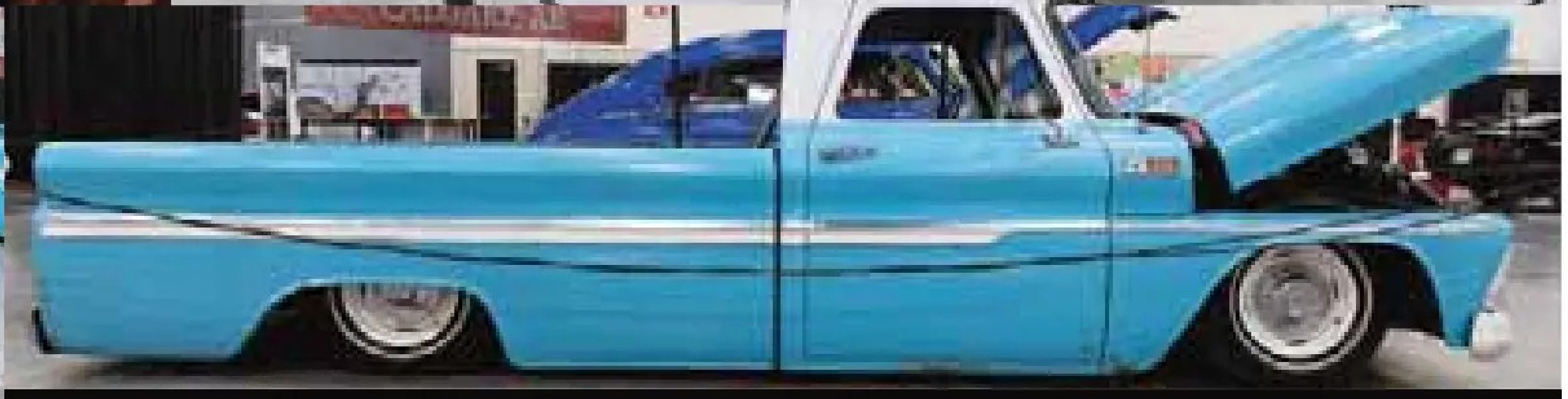


John & Judy Adkins 1954 Chevy pickup was built by Street Heat Hot Rods & Customs won first in Full Pickup Class. Traditional 350-hp 350 small block Chevy for power tied to 700R trans. 18x8 Billet Specialties Magneto wheels.

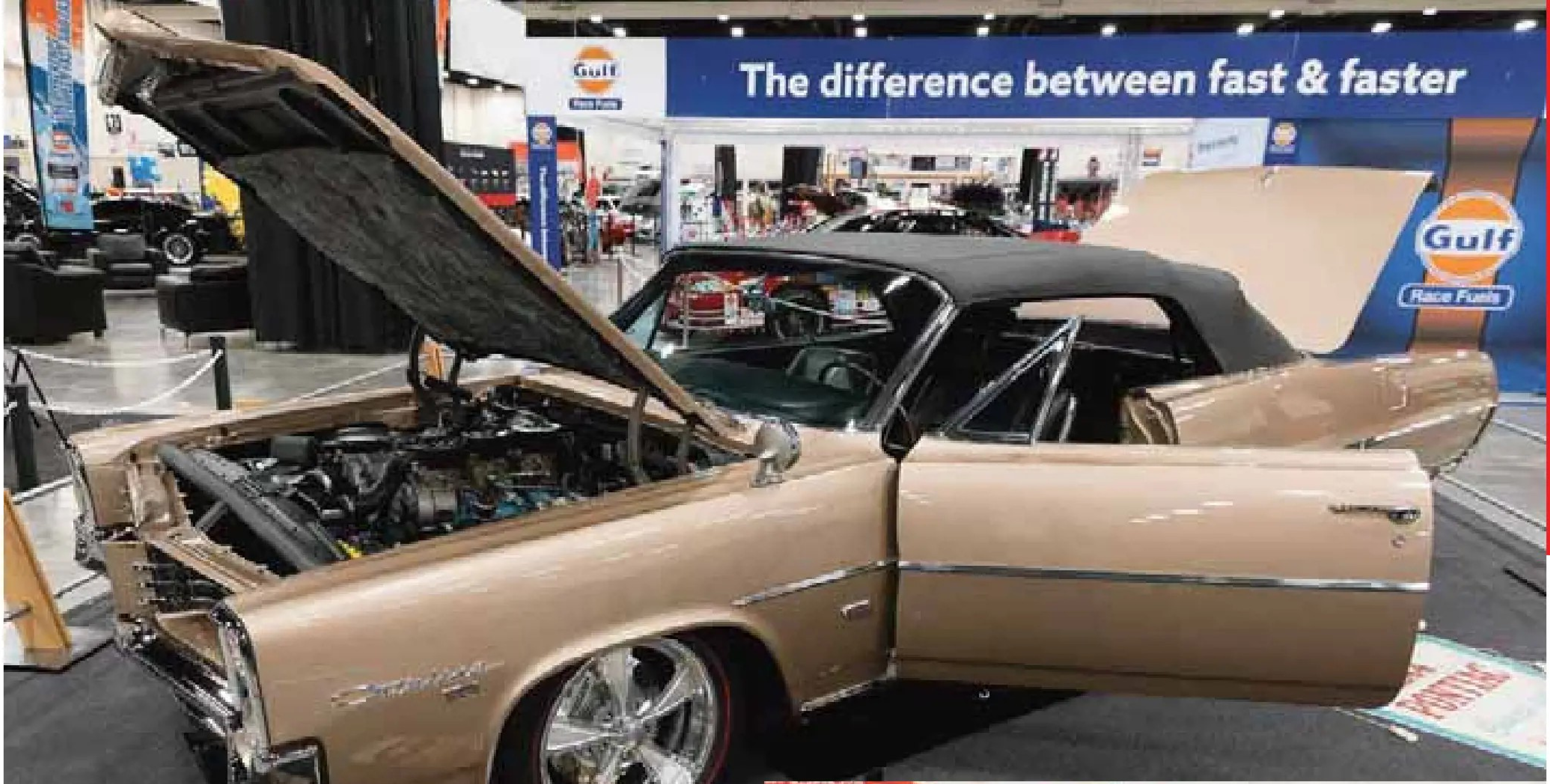


Pete Kardash out of Golden, BC owns this nifty '37 Ford pickup with an all-steel body that's been widened 4". Rides on a TCI chassis with RideTech Shockwave air suspension with Accuair management system. Won Best Rod trophy.

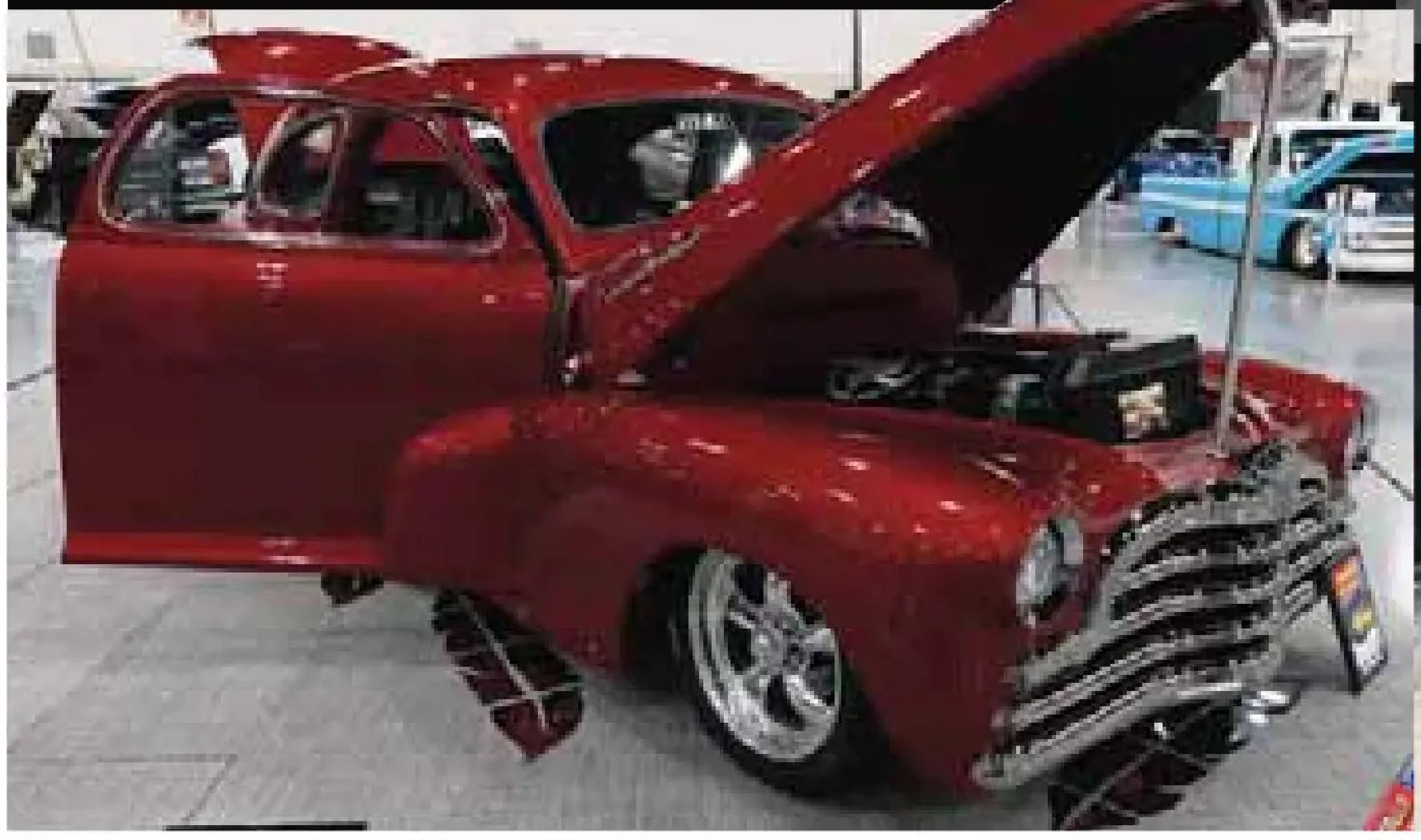




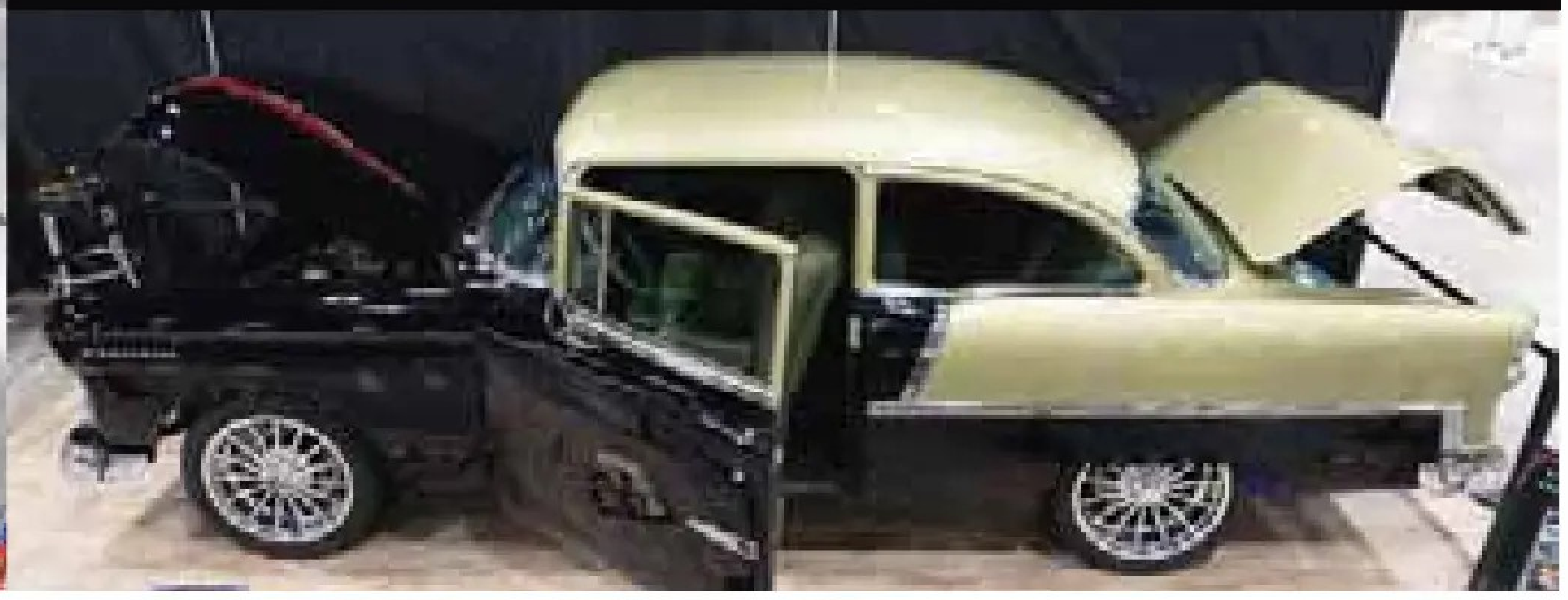
Tyler Burnham's longbox '65 Chevy might be a little rough around the edges but looks good slammed, while at left, Noel Hyslip's '94 GMC looks mild but it's been restored and features a Ride-Tech coilover suspension, 4-wheel Wilwood disc brakes and a ZZ6 GM Performance crate engine.



Chris Beck's resto-mode '64 Pontiac Catalina 2+2 convertible was a special car right from the factory as it was originally built with a tri-power 389-ci V8, automatic trans, Safe-T-Track differential and ordered with multiple options including power windows, power top and power antenna with AM/FM radio and dash tachometer. It ended up in a Montana salvage yard where it was rescued by Beck in 2004 and brought up to Canada for this brilliant custom build, which included installing a tri-power 421 HO V8 bolted to a Tremec TKX 5-speed manual transmission. It rides on a QA1 coilover suspension with 18" Intro Vista wheels. Also has factory A/C. Captured 1st in Mild Custom Class and a trio of Outstanding awards including Display, Interior/Custom and Paint.



Another stylish Pontiac took home some hardware as Alberta and Bev Neufeld's '47 Pontiac won First in the Full Custom Rod & Coupe '35-'48 class. LS-powered. Below, David Peters out of Swift Current, SK won First in Mild Hardtop class with his '55 Chevy 150 2-door sedan.



"If they don't hear you coming...they won't see you go by."
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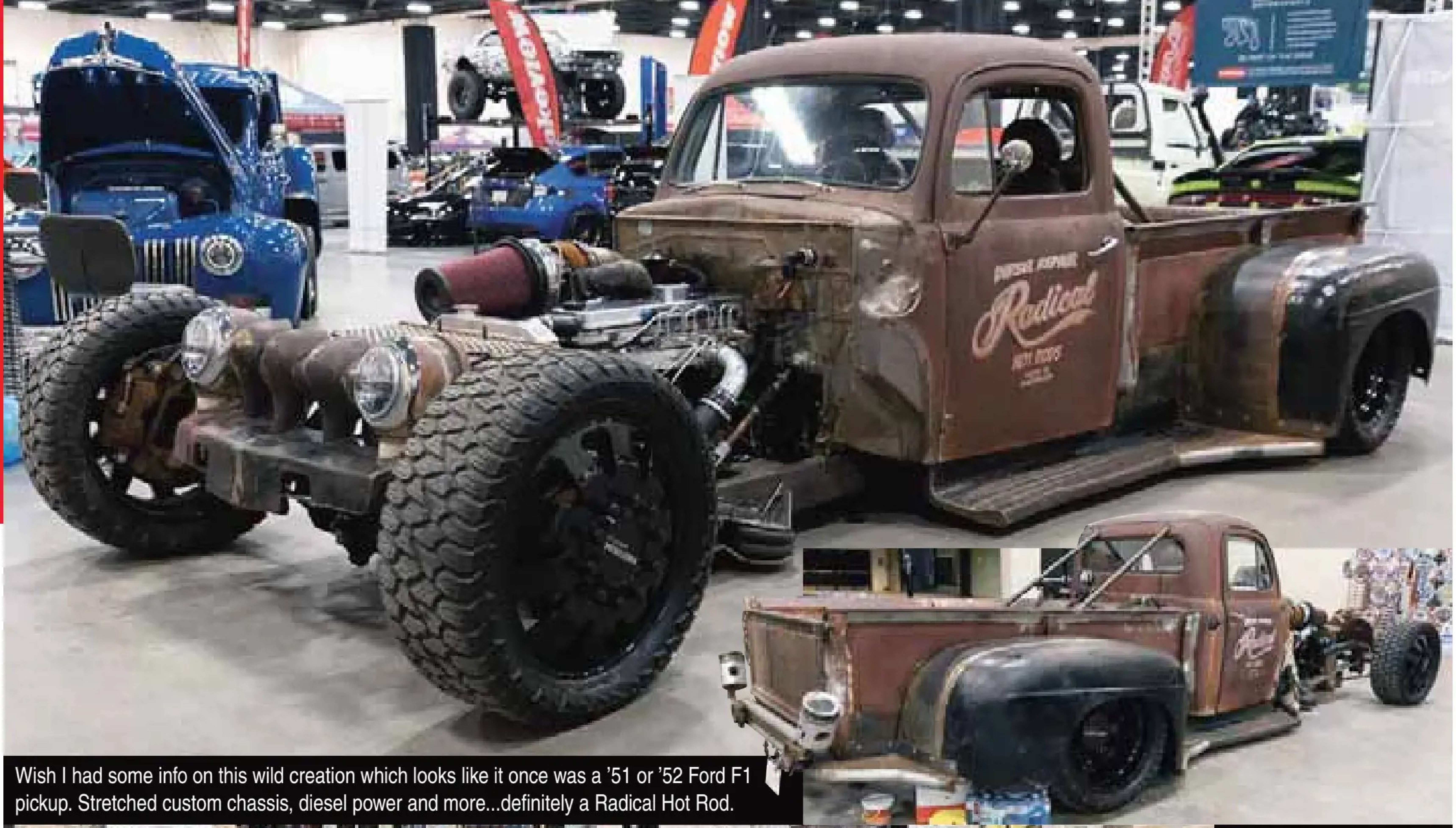
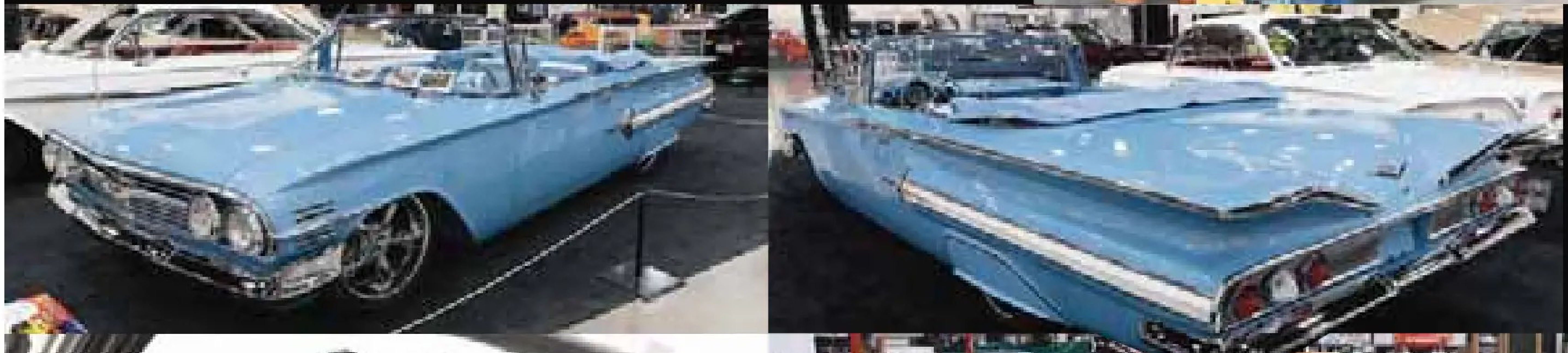
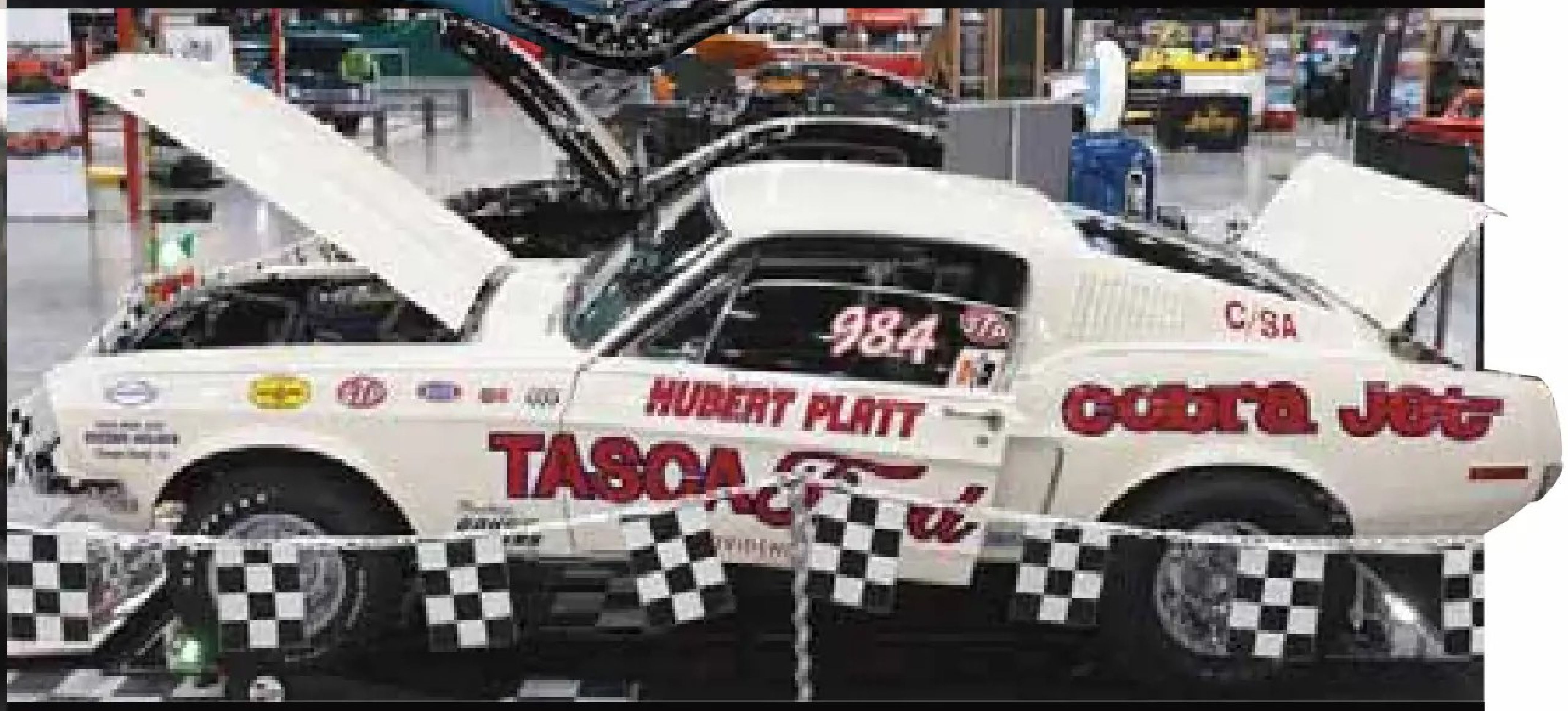

Diesel Repair
Radical
Hot Rods

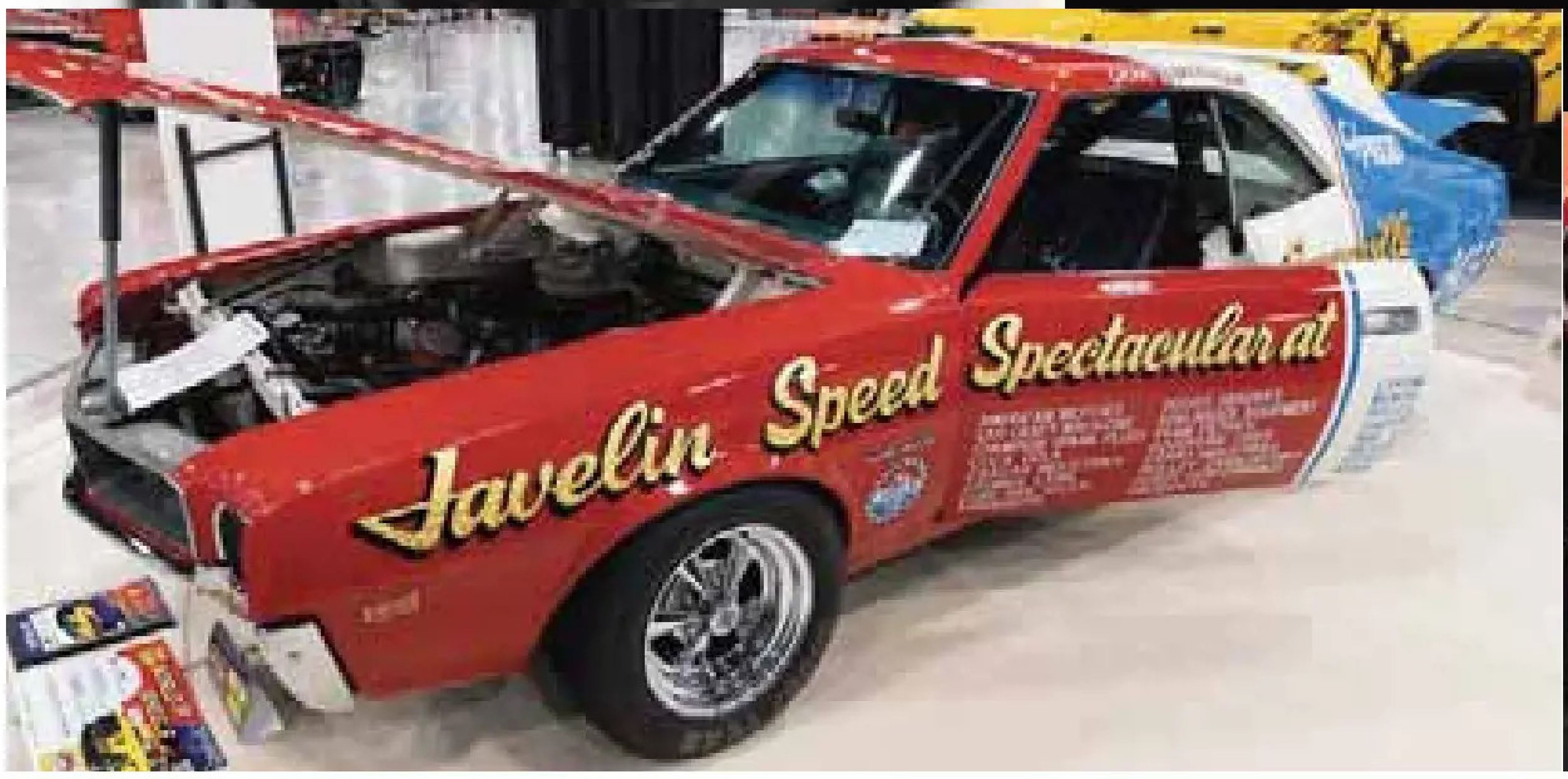
Wish I had some info on this wild creation which looks like it once was a ’51 or ’52 Ford F1 pickup. Stretched custom chassis, diesel power and more...definitely a Radical Hot Rod.

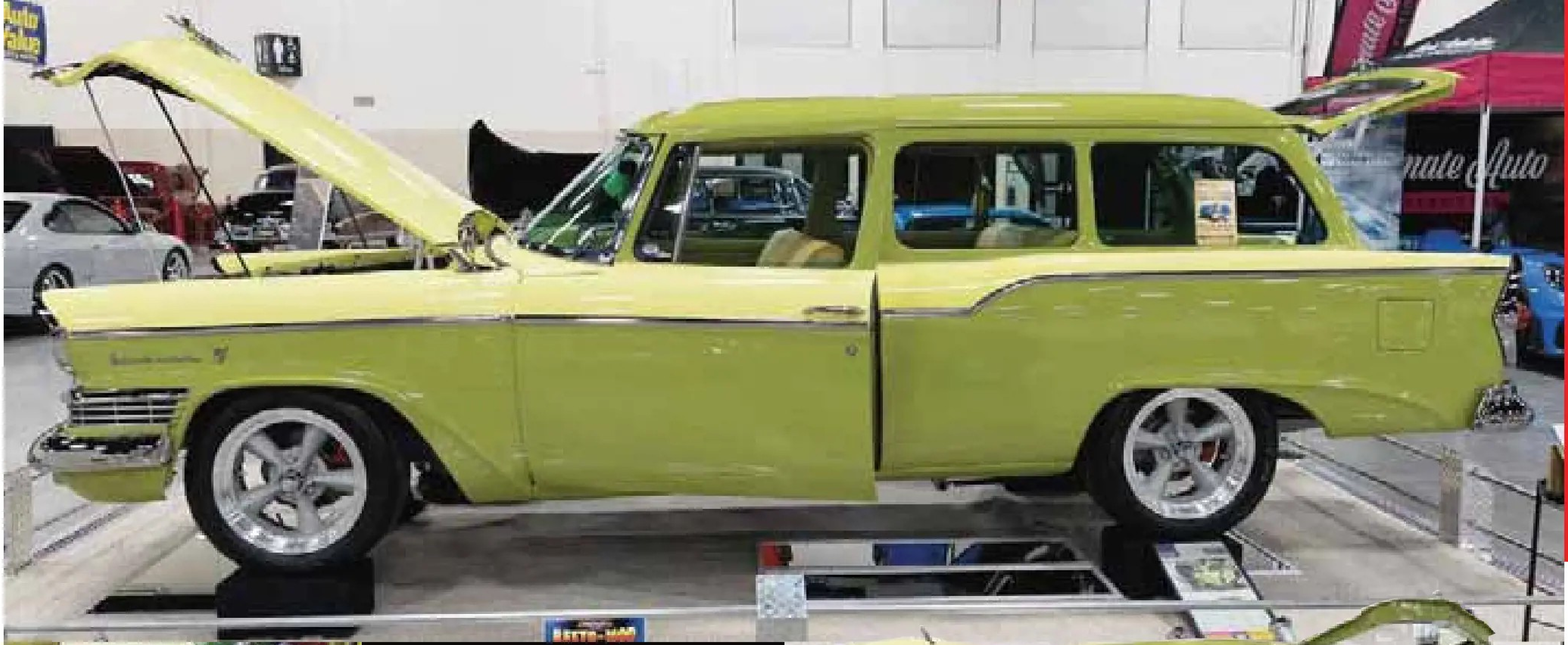


Jay Gunnarson’s 1960 Chevy Impala convertible opened the decade with a stylistic bang and was the highest selling Impala convertible to date with 79,903 units produced. In ’58 — first year of Impala — 55,989 were sold.

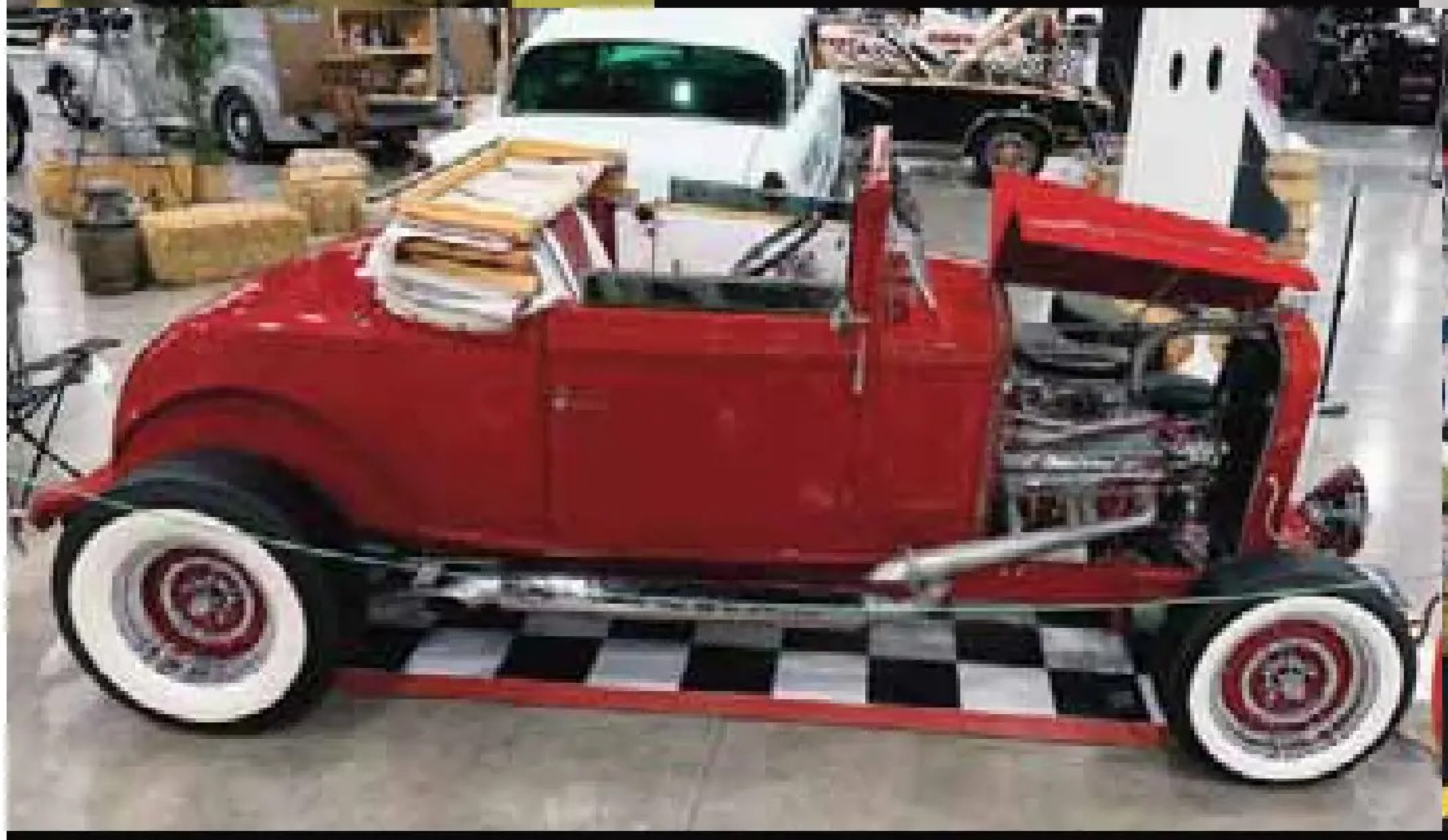

984
C/SA
HUBERT PLATT
TASCA Ford
Cobra Jet

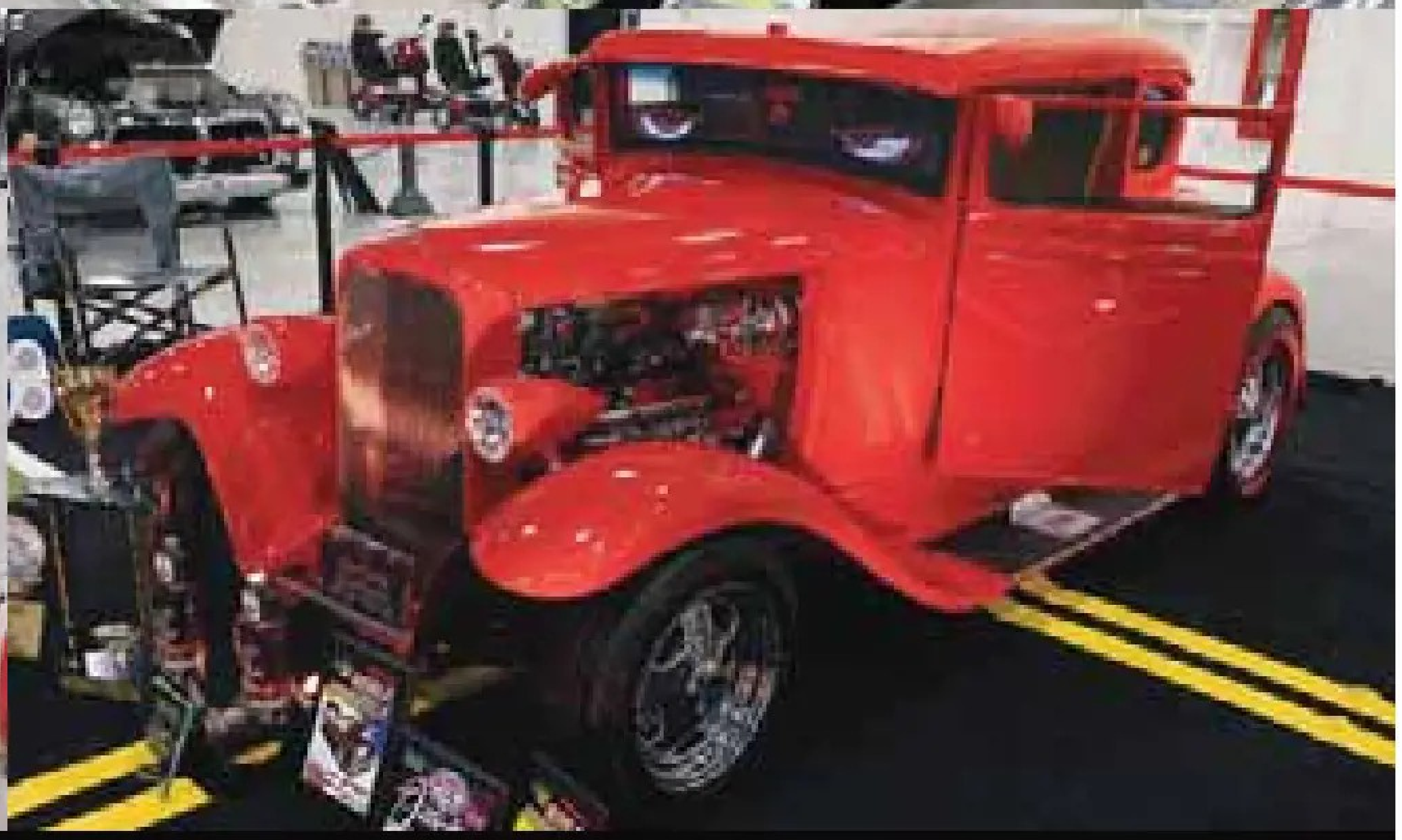
Peter Sitzler of Leduc, AB owns this ’68 Cobra Jet 428 Mustang..not sure if it is actually the Hubert Platt Cobra Jet Mustang or a clone, but below Fred Phillips owns this real deal world record holding ’68 AMC Javelin which set a C-Production Class record of 161.73 mph at the 1968 Bonneville Speed Challenge on the Bonneville Salt Flats with Craig Breedlove driving. The car is equipped with a 304 with Joe Mondello heads, a special Edelbrock 2x4 aluminum intake. It’s a 4-speed car.


Javelin Speed Spectacular at

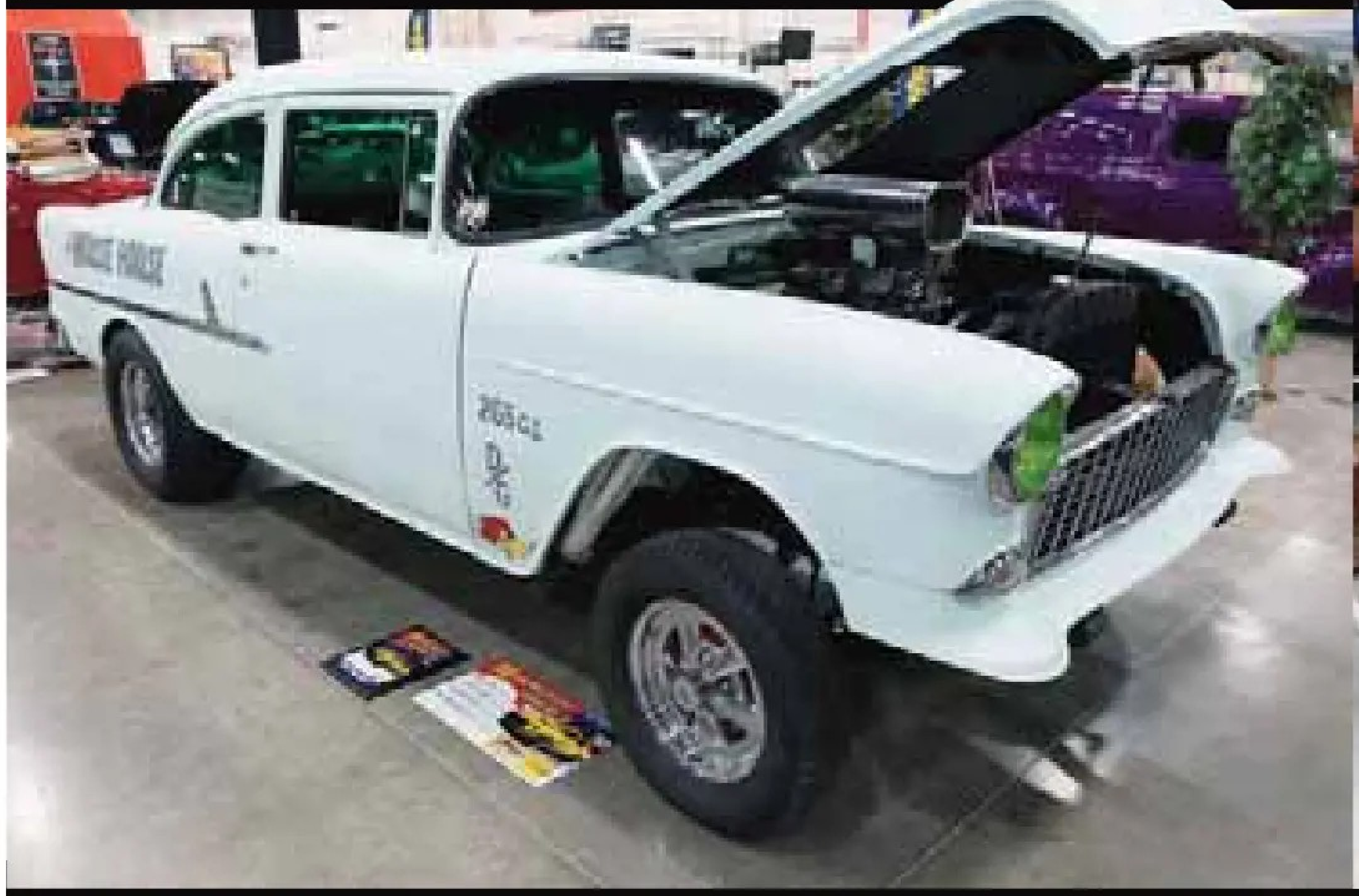


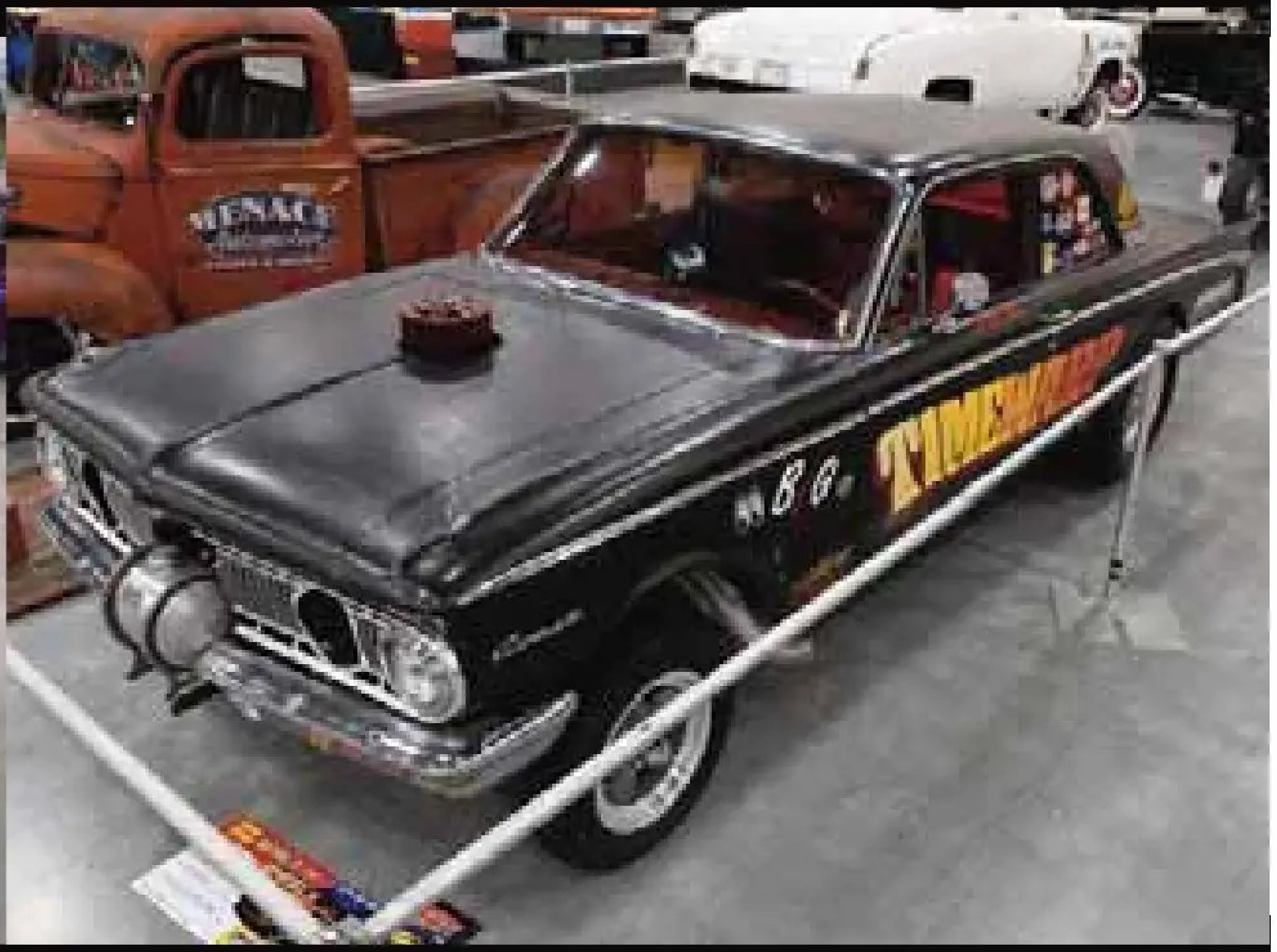
Ken Miller of Calgary built this 1957 Studebaker Parkview wagon and won numerous awards including Master Builder, Outstanding Custom, Custom 1949-2022 and Outstanding Display Award. Under the hood is a 5.3-litre LS engine with not one, but two turbochargers with Holley Sniper fuel injection controlled by a Holley Terminator computer. Colour combo is Sun Valley Yellow and Hialeah Green. It has 4-wheel disc brakes, a 9" Ford on a 4-link setup





Robert Ovad 1929 Chevy Cabriolet was not only cool, it's super rare as you just don't see many '20s/early '30s Chevys around. Above right, Winnipeg, MB's Rod Story brought his '31 Ford Model A coupe to the Calgary show and won oustanding Engine Rod award. Loads of awards from 2024 shows on display with it. Small block Chevy power.



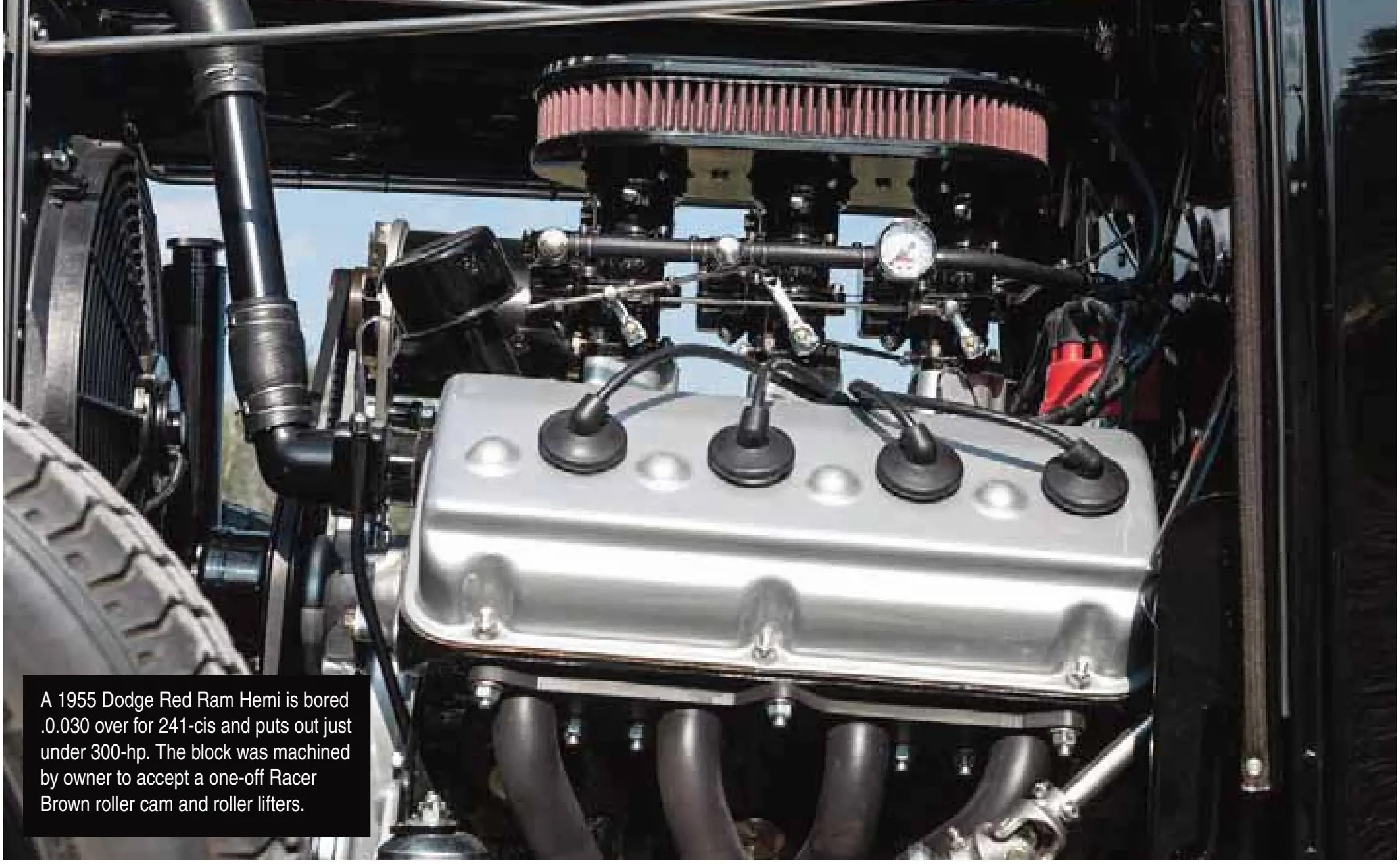


Randy Lucas of Wheatland, AB owns this gasser style '55 Chevy 150 2-door sedan powered by a tunnel ram, dual 4-bbl carb-equipped small block Chevy. Next to it is a gasser-style 1963 Mercury Comet owned by Ted Miko out of Wimborne, AB. Don't know what powers it but love the vibe and the TIMEWARP lettering.

Photos by Kenny Kroeker/Story by Terry Denomme

HOMEBUILT HOTROD

Dale Jubenville, at right, is a millwright and car guy and has built several cars and a few pickups over the years. He definitely knows what he's doing. So perhaps it's no surprise that when he decided to build his first traditional hot rod he absolutely nailed it. His '32 Ford roadster looks like a million bucks but was built on a working man's budget.



A 1955 Dodge Red Ram Hemi is bored .0.030 over for 241-cis and puts out just under 300-hp. The block was machined by owner to accept a one-off Racer Brown roller cam and roller lifters.

For most of Jubenville’s time in the car hobby he was a Ford muscle car and pickup guy, but he always admired hot rods. After getting laid off in 2009 he decided it was time to scratch his hot rod itch by building himself a barebones, low-riding ’27 Model T roadster. “The idea was to build it, drive it for the summer and then sell it,” says Jubenville. “I’d never owned a convertible before and only owned it about three months, but I really liked it,” adding he sold it way too cheap to a guy in New York and has never seen the car again.

The fun of owning an old Ford roadster stuck with the 58-year-old Comber, ON resident and about five years after selling the rat rod, he started thinking about building a traditional hot rod, though had pivoted to ’33/’34 Ford coupes. “But I never thought I’d ever own one because they were so expensive,” says Jubenville. He started thinking maybe a Model A coupe would be a better, cheaper alternative when a friend who knew a Brooksville Roadster rep called and changed his mind.

The Brookville Roadster rep told Jubenville’s friend they’d taken six bodies to the Grand National Roadster show and sold five. They didn’t really want to transport the sixth body back so were offering a $1,500US discount on the price. Jubenville figured it was a good opportunity so he jumped at the deal, with Brookville even offering to haul the car back to Ohio if he would arrange pickup from there. A deal was made, but then they ended up selling the body and had to build him another. He drove to Ohio to pick up the body in person. Once home it sat on a skid for five years before he would get to it.

At the time he was building a 1969 shortbox F150 Ford and wanted to complete it, though he was gathering parts and fleshing out his vision for the roadster build.

The aesthetics of the build were in large part inspired by hot rods built by the Rolling Bones Hot Rod Shop out of upstate New York. The late Ken Schmidt and co-founder Keith Cornell are famous for building fenderless traditional hot rods, especially ’32 Fords, with aggressive rakes and Bonneville chops.

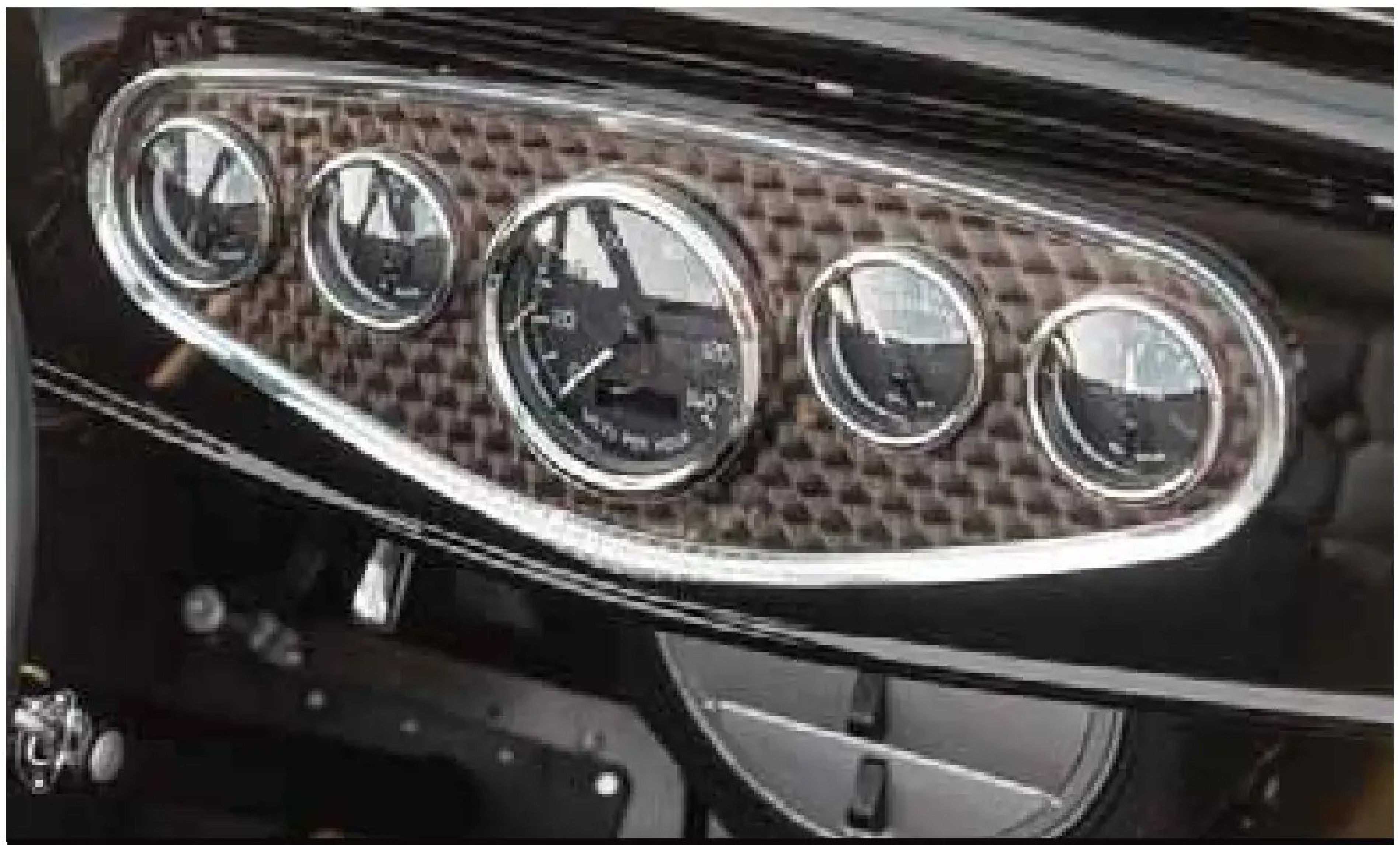
His main goal was to outsource as little as possible in

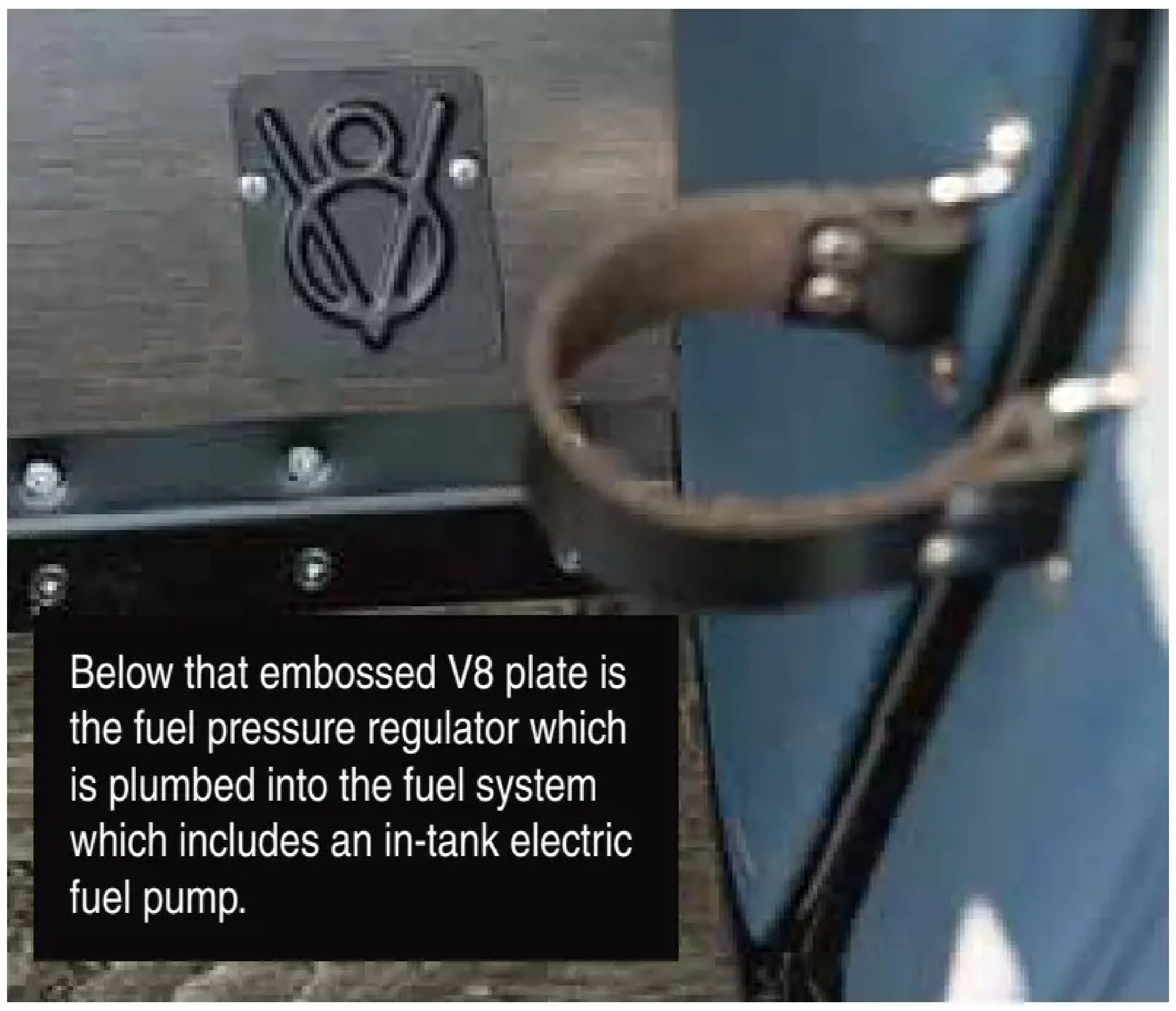
Above, the ’27 Ford roadster that sparked Jubenvlle’s hot rod fire, beneath it, the Brookville Roadster body loaded up at the Brookville Roadster building and at right, the ’69 Ford 150 pickup that delayed our feature roadster’s build. It was sold to help finance the project. It was 302-Ford powered.

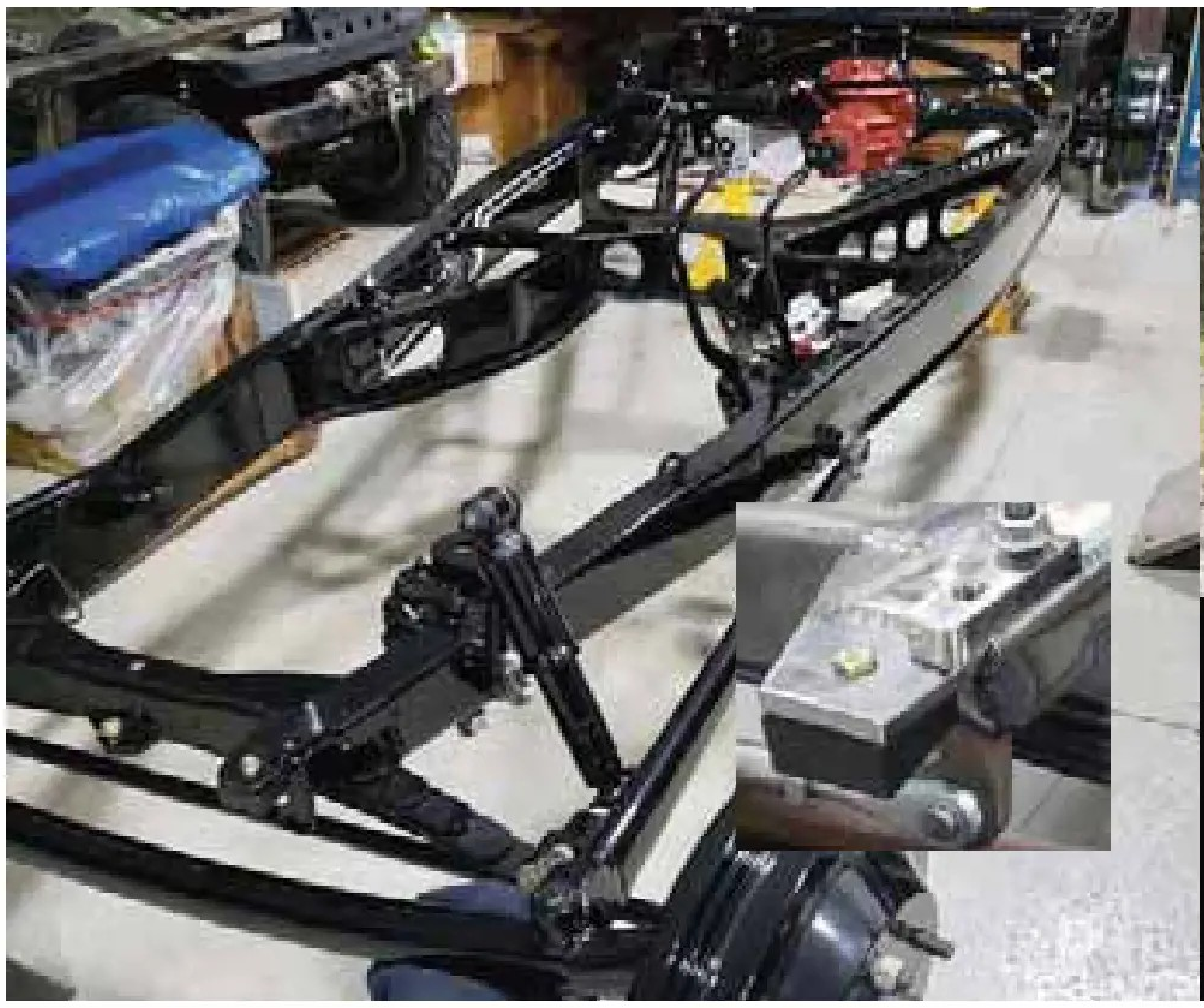
On the road during the trip to Oklahoma for the invite-only Gathering At The Rock hot rod show. The trip put 2,100 miles on the Deuce roadster's odometer. Photo is courtesy Dave Root out of Michigan.

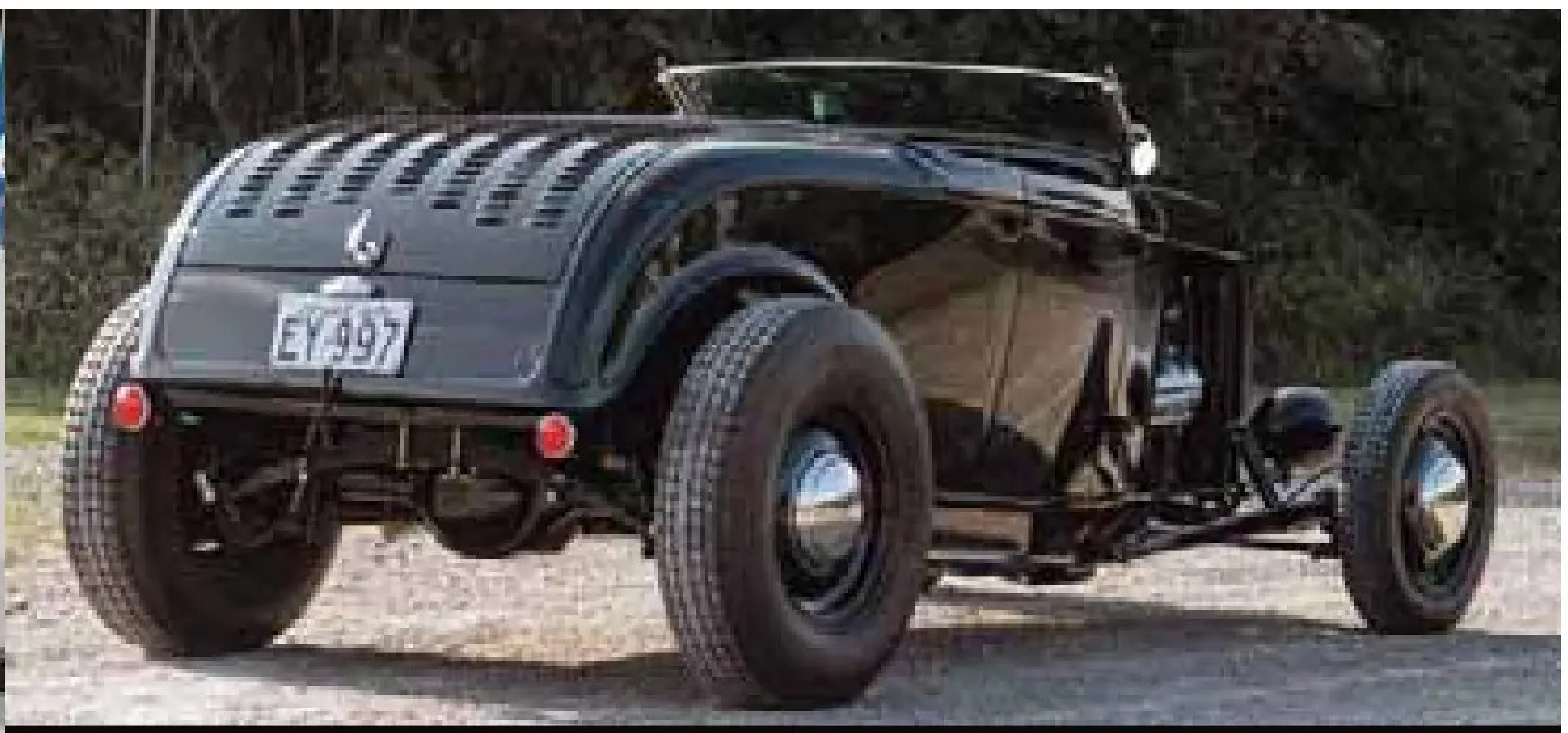
the build and in the end he's very proud to say that 90% per cent of the car was built in his two-car garage, with a friend doing his first upholstery job in another two-car garage and the bodywork and paint performed in another friend's garage.

So let's get down to bare bones on this homebuilt hot rod. Jubenville built the chassis himself, and says it was his favourite part of the build. The foundation of the chassis is a pair of American Stamping Corporation '32 Ford framerails. It was pinched in front and the frame rails bobbed front and rear. The rear frame was raised about an 1" at the c-notch. The rails are tied together with a homebuilt centre crossmember. The front and rear crossmembers with spring mounts were also homebuilt. Out back a Currie Roundback style 9" Ford housing was hung on a Posies Super Slide transverse leaf spring held in check by a pair of ladder bars built from '36 Ford rear wishbones. Tube shocks are installed. The Trac-Lok differential includes 4.11 gears and 31-


New Vintage USA 1940 Series gauges are installed in stock dash panel with a Haneline engine turned insert. All controls for the car are hidden beneath the dash. The floor is 3/4" marine grade plywood stained black and then spray painted with clear. The underside is insulated then covered with aluminum.


Below that embossed V8 plate is the fuel pressure regulator which is plumbed into the fuel system which includes an in-tank electric fuel pump.





The louvered deck lid includes 136 louvers and is a prototype Brookville Roadster piece which never actually went into production. Jubenville saw it hanging on a wall at Brookville when he picked up the body and begged them to let him buy it. Taillights are '37 Ford units on Jubenville-built stanchions. The entire chassis, as well as suspension components, were black powder coated by Chris at County Coatings. The inset photo at left shows the safety catch, consisting of 3/8" plates inside the frame rail with rubber pads, Jubenville built to make sure the axle, mounted ahead of the spring to lower the car, could not dig into the pavement if a tire went down or a suspension part broke.

spline axles are used. Rear brakes are '60s vintage drum units. The rear transverse spring is actually a version of the '40 Ford front spring. This was used because the '40 front spring is flatter than an original '32 Ford rear spring allowing for a flatter crossmember, thus a flat trunk floor. The additional space comes in handy if you plan to travel a lot in the car, which Jubenville did and does.

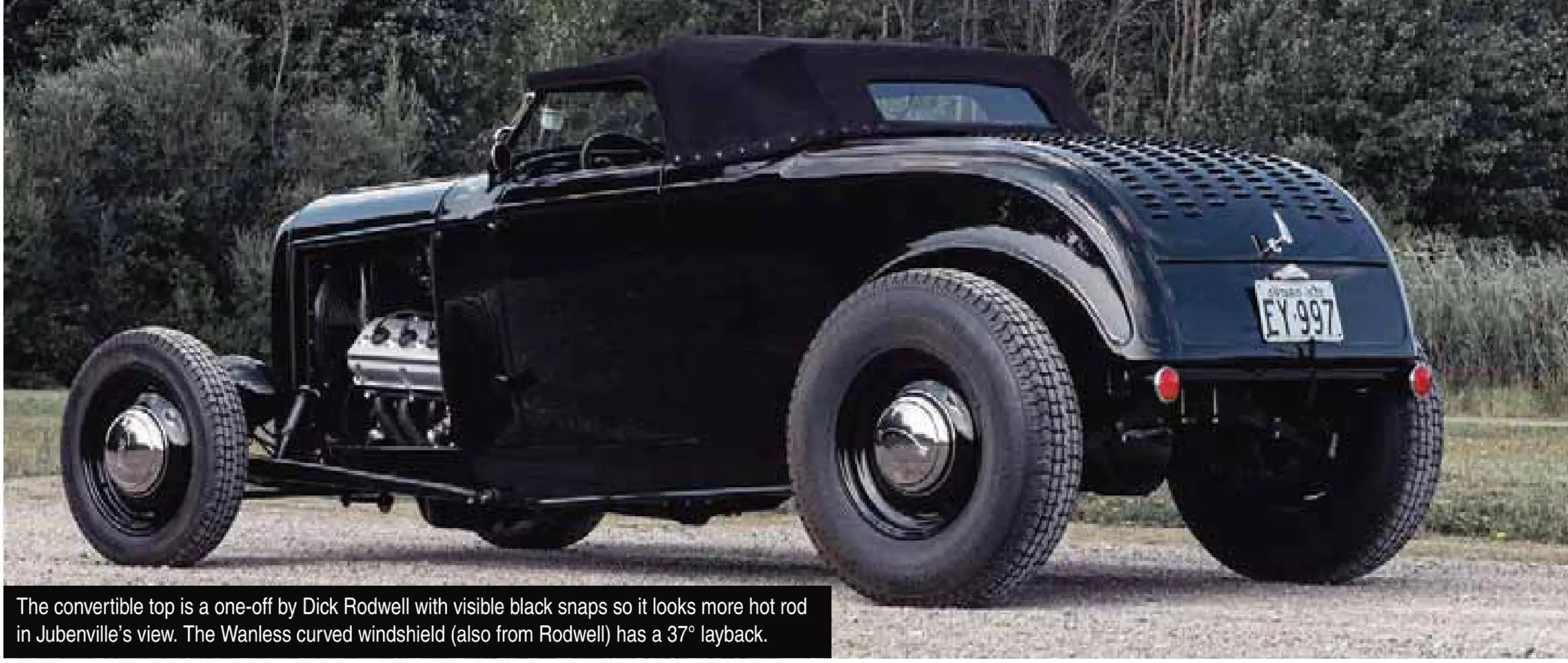
The front suspension is also very traditional and consists of a Posies Super Slide '32 Ford style transverse leaf-spring with '38 Ford V860 tube axle and spindles. The axle is moved ahead with the spring behind it to lower the car. Shortened '38 Ford front radius rods on each side help keep the axle in check. Tierods are homebuilt as is the drag link. Jubenville chose to go with a Vega steering box instead of the cowl-steering setup often favoured by the Rolling Bones boys. "Some say the cowl steering setup doesn't work as nice, but I've driven one and it's not too bad," explains Jubenville, adding it was the additional leg room provided by not having steering linkage in the kick panel area that prompted him to choose the Vega box setup. SoCal tube shocks, on modified late '40s Ford F1 shock mounts, were used up front. Front brakes are Brian Bass-built '40 Ford converted to Bendix-style, self energizing juice units with '40s-era Lincoln finned drums.

The entire setup was built to be able to travel and be super dependable, says Jubenville. "I just tried to build a car with as much safety and comfort as possible using traditional hot rod parts. That's why I went with tube shocks instead of the vintage friction shocks Rolling Bones cars often have," he says, adding for safety he engineered an axle catch on the front of the frame which includes rubber snubbers, so if the suspension was to break or a front tire went down, the lowered axle wouldn't drop and grind into the pavement potentially catapulting the car into a roll. (This scary scenario describes why the term "suicide front end" came into being back in the early hot rod days). "It's all hidden behind the grille shell," adds Jubenville. (See inset photo above left).

Rolling stock includes 16x4.5" 1940 Ford steel wheels with 5.00x16 Excelsior Stahl Sport radial tires up front and 1940 16x5.5" steel wheels out back wrapped in 7.50x16 Excelsior Stahl Sport radial tires.

While a diehard Ford guy, to power his roadster Jubenville chose to go with Mopar power in the form of a 1955 Dodge Red Ram Hemi. Often referred to as the "baby hemi" for its 241-ci displacement, it was a very reliable engine back in its day in part due to its short stroke architecture which meant slower piston speeds.

A 0.030" overbore means it now displaces 246-ci but thanks to some other upgrades, including a one-off billet roller cam by Jim Dowell at Racer Brown Cams and a set of roller lifters installed after Jubenville machined the lifter bores to accept them, it generates double its original 140-hp rating. Aiding that gain is an original Offenhauser aluminum tri-carb intake with a trio of Stromberg 97 carbs operated via a polished stainless steel progressive linkage setup. The carbs are topped by owner-built air breather. Stock heads are machined to accept larger in-


The convertible top is a one-off by Dick Rodwell with visible black snaps so it looks more hot rod in Jubenville's view. The Wanless curved windshield (also from Rodwell) has a 37° layback.

take/exhaust valves and roller cam springs. Rare Dodge factory adjustable rocker arms were modified by Jubenville with matching dimpled valve covers. The cam specs are 270° duration and .510 valve lift (both intake and exhaust) with 110° lobe separation. Pistons are Ross Racing forged slugs with stock crank and rods. Compression ratio is 10:1. A Mallory distributor and ignition box fire the little beast while both aluminum Chevy and Ford pulleys were utilized. Jubenville built the Tri-Y long tube headers ceracoated black and flowing into a dual exhaust setup that snakes through a custom built 2.5" chambered exhaust hidden inside the X-frame. All the power spins to the 9" Ford via a mid-'80s Ford-sourced World Class T-5 manual transmission rebuilt by the owner and bolted to the hemi via a Wilcap adapter. The hydraulic McCleod clutch is operated via a Hurst short-throw shifter.

While Jubenville, who has owned a couple 429-equipped early '70s Torinos, is used to fast cars he says the 280-hp Red Ram Hemi doesn't disappoint. "It weighs less than 2,500lbs so it's quick without being crazy," he says. "When you step on it and you get the second two carburetors to come on, like I just drive around on the middle one, when those outside carbs come on it just roars right off. It's fun to drive."

In the interior, a Glide front bench seat was heavily modified by the owner, who also built and installed all the interior panels. The blue vinyl interior upholstery was tackled by Jubenville's buddy Colton Leigeb in his 2-car garage in Midland, MI. It was his rookie attempt and it looks like a veteran effort to us. The steering column, milled by Jubenville and hanging from a modified '35 Ford column drop, is topped by a Josh Shaw Racing 17" steering wheel. A restored and modified vintage Montgomery Ward heater performs heat and defrost duties. Additional heat is provided by seat heaters and there are a few USB chargers hidden beneath the seat. Brake handle is a '40 Ford unit.

The Stan Wanless designed curved windshield is handmade by 80-something-year-old Dick Rodwell, who also stitched up the one-off convertible top. The top is likely close to 6"-9" lower than stock and even at 5'9" Jubenville's head rubs on the roof. The badass look it gives the car is worth the minor inconvenience.

As for the roadster body's mirror-black single stage paint finish, it is courtesy his buddy Stew Maynard. Maynard's paint skills are something of a legend and much sought after in the Ontario car scene but he works from his simple 2-car garage with a portable fan for paint exhaust purposes. Jubenville says using a Brookville body kept the costs down as there wasn't much body work. He did any sheet metal work himself, including raising the rear subframe and floor, building his own tranmission tunnel and also stiffened the body with a custom tubing inner skeleton. He also flattened the firewall, but left all the factory details in, and made a working cowl vent.

In total the car took about five years to complete and Jubenville figures he spent close to 4,000 hours on it. It definitely shows. He was so proud of his build that before he had many miles on it, he entered it in the Goodguys Rod & Custom Hot Rod of the Year competition held in May of 2024 at its Nashville Nationals event.

The criteria to enter is that the car must be street driven, complete a 120-mile reliability run at the event, do a dragstrip pass and a burnout. The Goodguys website also adds these words "It has a mean attitude, and screams the words "Hot Rod." No cream puffs! No Trailer Queens, Hot Rods must have a minimum of 500 miles on the odometer before arriving at the event."

Jubenville put the 500-miles on his odometer while driving around in Nashville but he says the Top 5 cars eventually selected were all high dollar builds from big name shops that were trailered to the event and supported by at least 2-man crews. Stiff competition for a homebuilt roadster which after a rainstorm was driven, unwashed, to the grounds the day Keith Hill's killer, spic and span, Pinkee's Rod Shop-built 1933 Ford Coupe was announced as the winner. Definitely a worthy Hot Rod of the Year and Jubenville was honoured to be among them.

What he considers a real honour came later that year when hot rod builders Jason Smith and Brandon McCullough invited hin to attend the prestigious, invite-only October Gathering at the Roc at Oklahoma's Woolaroc wildlife preserve. Only a few hundred hot rods and customs are invited from around North America and Jubenville was one of a handful of Canadians invited. It was a 2,100-mile round trip and the roadster performed flawlessly for the entirety. The invite and flawless operation is tribute to the skills and vision of its owner.

It's great if you have cash to have your hot rod built but even greater to build your own. Especially one this nice.

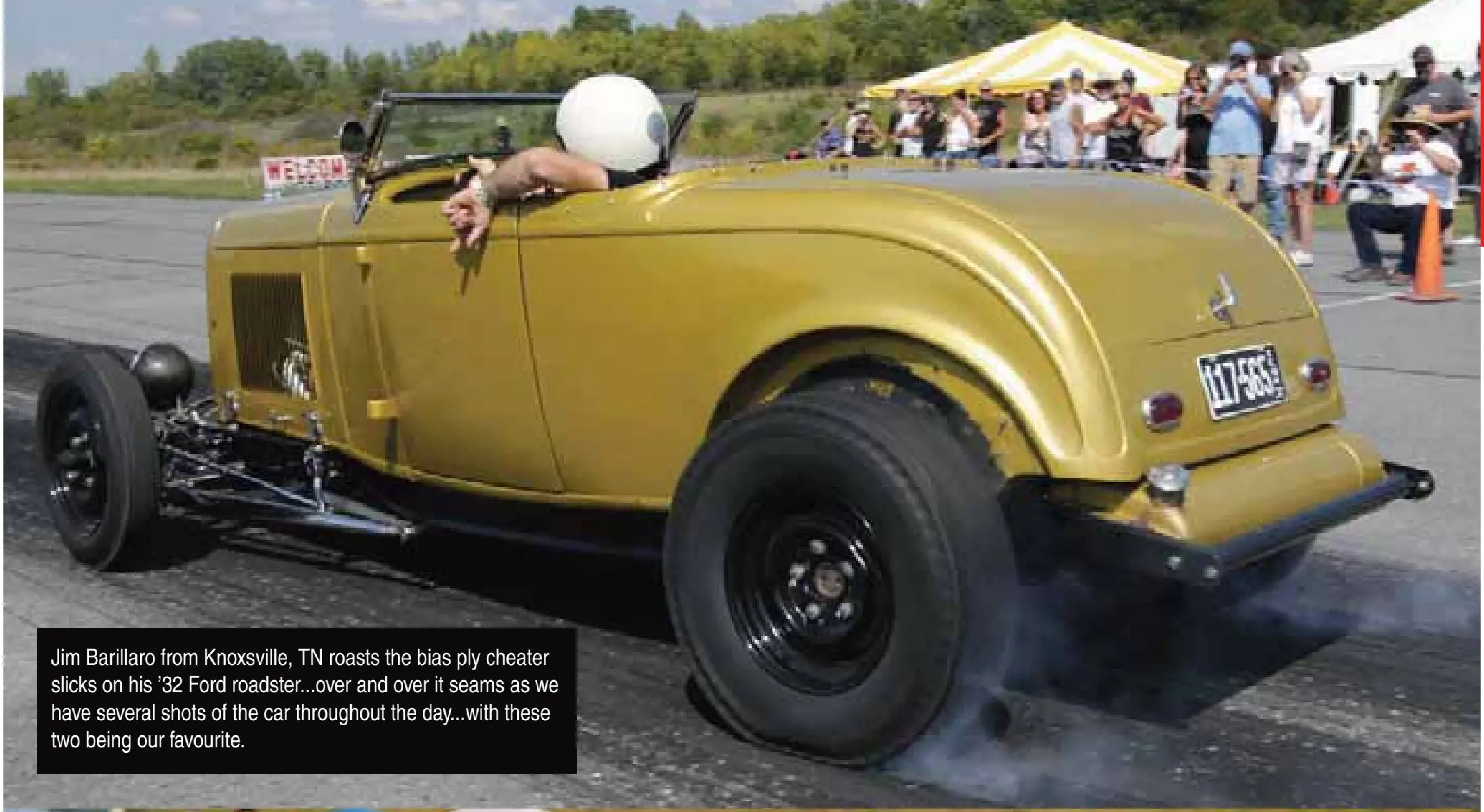
CRAZY CHAOS
PROVIDENCE STREET GARAGE
427 CU. IN.
3

Photos by Andrew Montgomery/Text and captions by Terry Denomme

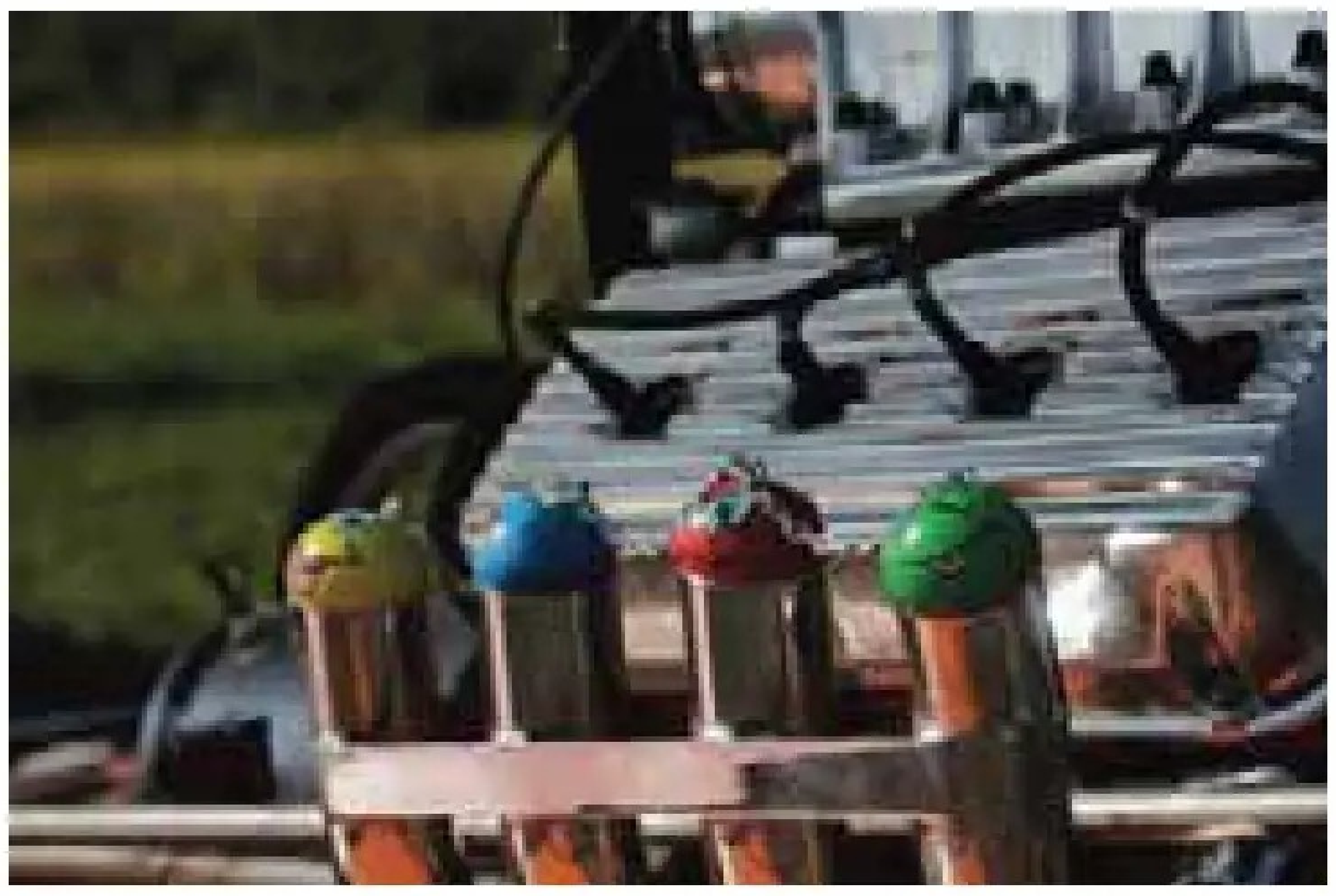
NORTHEAST VINTAGE DRAGS

You know we love nostalgia drag racing at *Canadian Hot Rods* magazine but so far our coverage has been mostly west coast related. Thanks to Ontario hot rodder Andrew Montgomery we've rectified that this issue with coverage of the Northeast Vintage Drags held last May at New Oxford Dragway in Oxford, ME. Organized by The Tornados Car Club of New England, the event, which in 2025 will be held May 23-25, is limited to vintage hot rods running either flatheads or early overhead valve V8s. If you want to race, ditch the radial tires, electronics or any post 1960s parts.

The track, founded in 1969, is an 1/8 mile and old school flag-drop starts are on the menu. Racing takes place Saturday and Sunday. Enjoy the photos and for more information check out the NEVD Facebook and Instagram pages.


WELCOME
117-565

Jim Barillaro from Knoxsville, TN roasts the bias ply cheater slicks on his '32 Ford roadster...over and over it seams as we have several shots of the car throughout the day...with these two being our favourite.



Low And Slow

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66

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31

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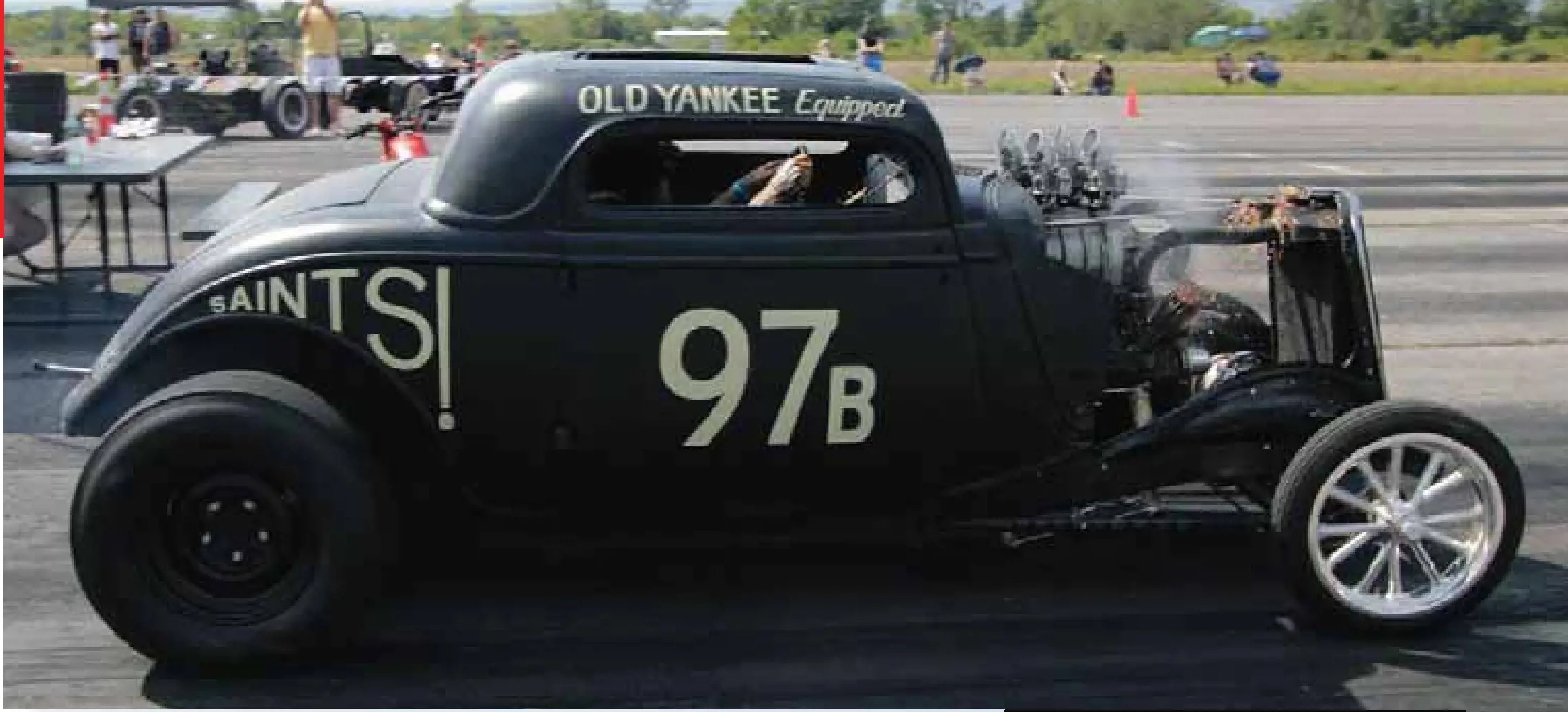
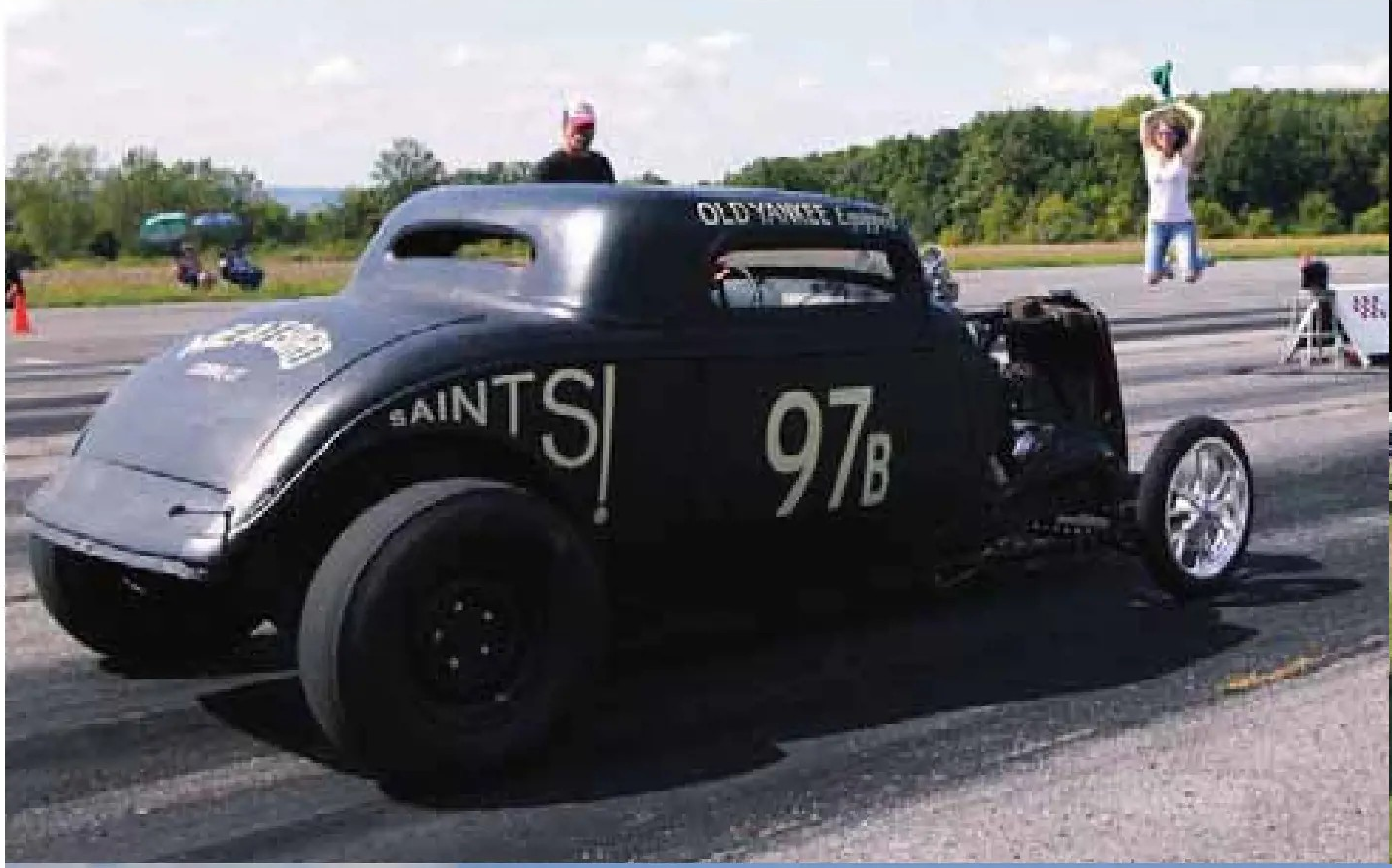
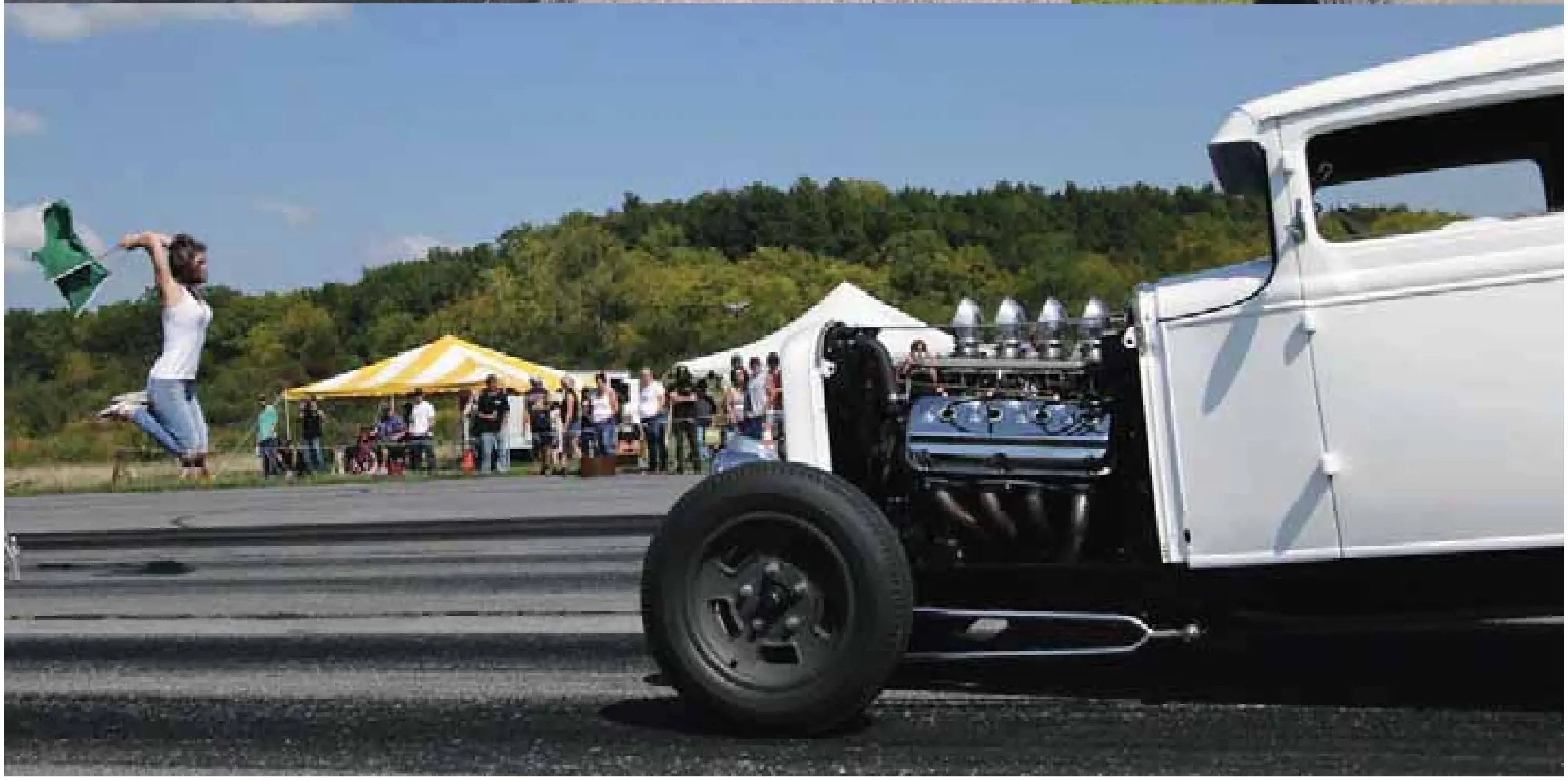

OLD YANKEE Equipped
SAINTS!
97B


OLD YANKEE Equipped
SAINTS!
97B

Flag starts always make for great action pics, especially if the flagger, at left and below, has this young lady's vertical jump. Cars are pretty cool too. Quite the setback on the superchargered magneto-sparked Flathead V8 in the 97B '34 Ford coupe owned by Adam Waring of Storrs, CT who was representing for The Sin Alley Saints car club. Note the coolant spraying out of the radiator. Below, this Model A Ford coupe went the tri-carb hemi route for power and it's a beautiful thing.



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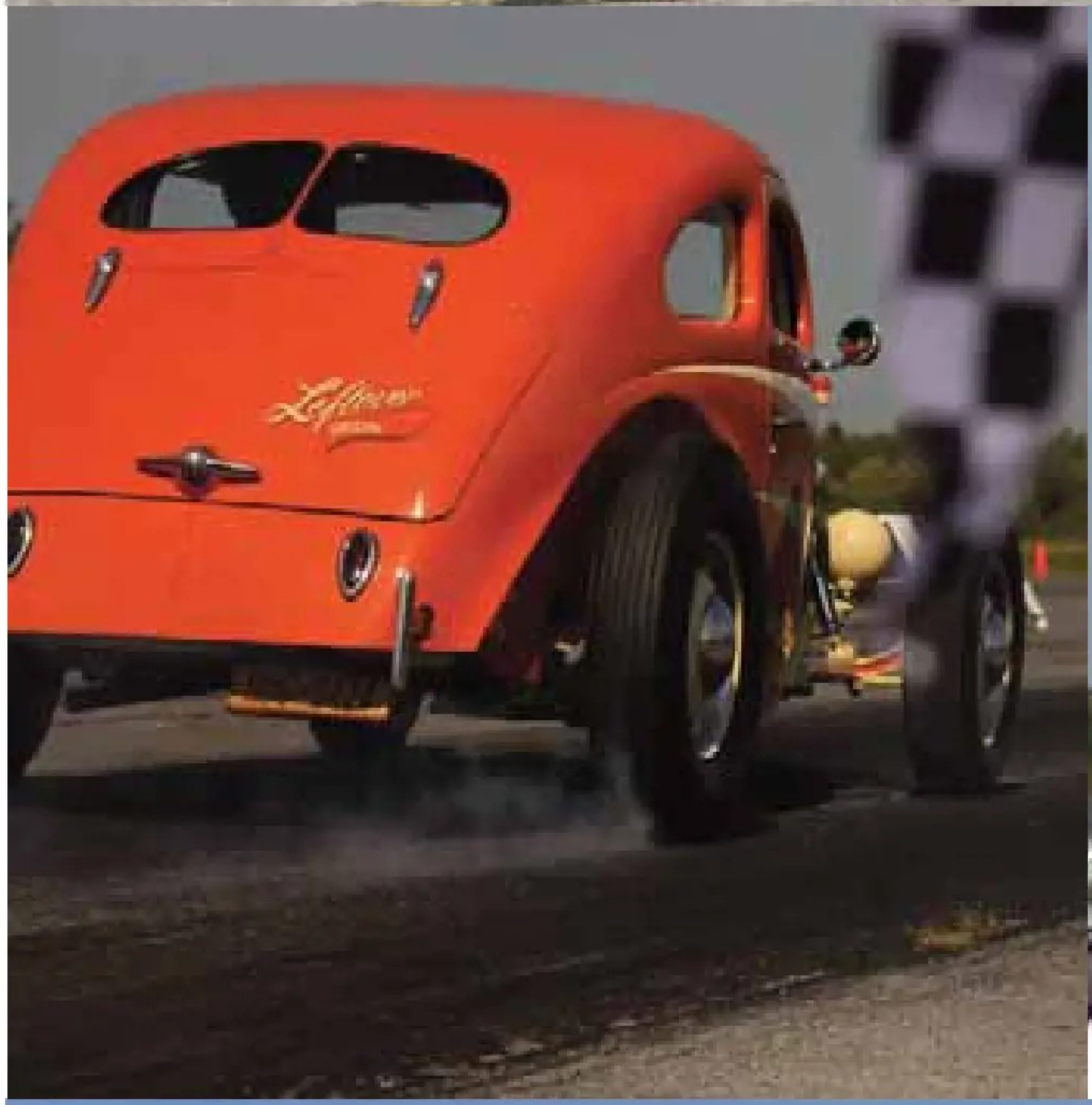

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Photos by Cam Hutchins/Story by Cam Hutchins & Terry Denomme

WELL VETTED

Sid and Daphne Johnson had a very good idea of how they wanted to build their '60 Corvette and it shows

What's better than owning one vintage Corvette? Owning two, of course.

The Johnsons already owned a freshly restored 1965 Corvette Stingray Coupe they enjoyed showing and cruising to car shows.

Daphne was, however, always attracted to the unique, toothy grille and quad headlights of the 1958-60 C1 Corvettes. They set out to find a C1 they could restore for her and as luck would have it they would soon have one. While getting the '65 Corvette appraised, Sid mentioned their C1 desires to appraiser Blair Degenstein who just happened to know of a project car for sale.

It was a 1960 Corvette located on Vancouver Island and the then owner had been getting work done on the car for 14 years with limited progress and no end in sight. He purchased the then red Corvette roadster in 1983, coincidentally the same year Prince released Little Red Corvette, and during the sale process sent pictures to the Johnsons of him picking up his prom date with the car.

This Vette was really rough, with almost no useable interior parts and some frame work that included a haphazard attempt at using a C5 front suspension. It had also been side swiped on the driver side and Sid says had a lot of bondo holding it together.

The 1960 Corvette is the first Corvette to reach sales over 10,000, at 10,261 units sold. We can see why. The '58-'60 Vettes were very stylish.

The GM Connect and Cruise LS3 engine sparkles thanks in part to a beautiful aftermarket LS dress-up kit. The panel under the dash was modified from stock and now houses the Vintage Air climate controls, a Retro Sound AM/FM Bluetooth enabled radio and buttons for the electric emergency brake, engine management modes and aftermarket clock.

FLORIDA
VETTE
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Still, the idea of a project car appealed to the Johnsons as they were not looking to do another stock restoration.

They made the purchase around 2020 and almost immediately took the project to 360 Fabrications. The Abbotsford-based shop had worked on their 1965 Corvette and part-owner Daryl Francoeur is an Aircraft Engineer with a talent for restoring cars. This set in motion a 3-year journey designing and restoring this classic beauty.

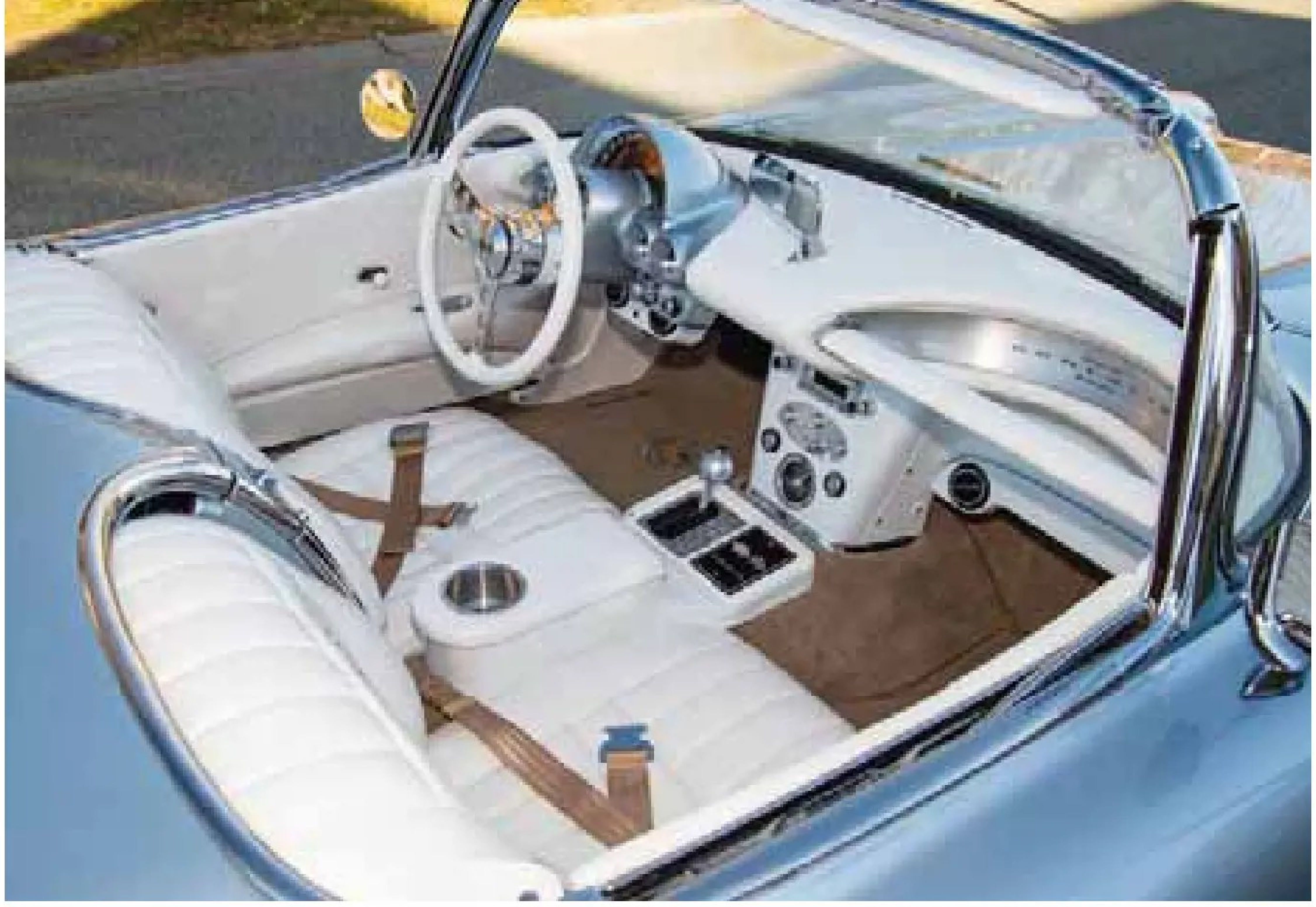
It was important to the Johnsons this car be drivable and safe so the frame and 350 engine which came with it were sold in favour of newer, more modern parts. C1 Corvettes were not known for their comfort or handling, so ordering a modern chassis from Art Morrison to underpin it was a no-brainer. This decision would also enhance the Vette's resale value as resto-mod cars done properly are often worth far more than a perfectly restored-to-stock C1 Corvette. Sid spent many hours ordering every part and component while Daphne started visualizing the Vette's exterior aesthetics.

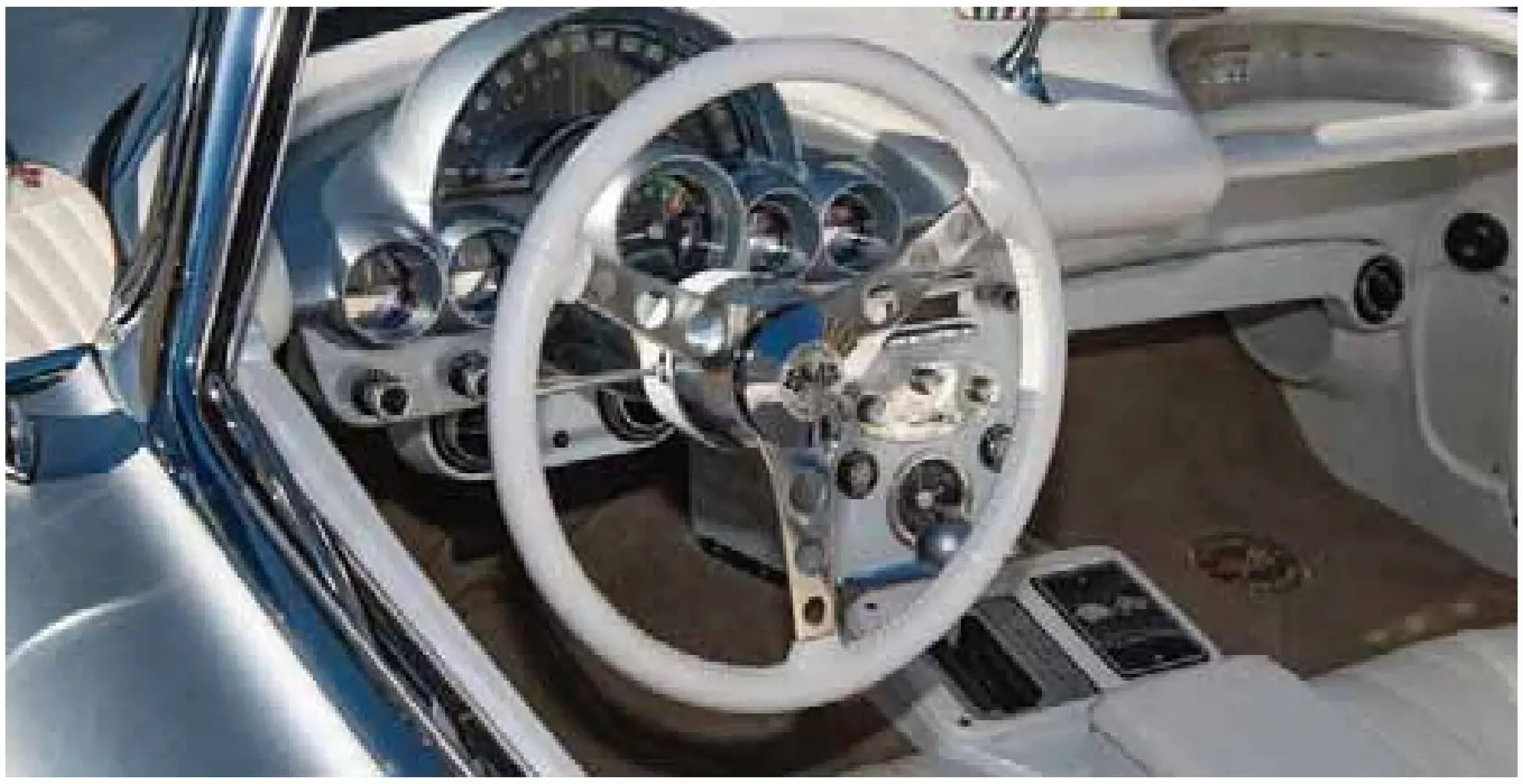
Built during covid, the project would take longer than expected. The Art Morrison C-1 GT Sport Chassis, for instance, took six months to arrive at 360 Fabrications. Says Sid, anticipation of its arrival was so high that when the chassis finally showed up the guys in the shop cheered. It came complete with front suspension, rack and pinion steering, full rear suspension, and 4-wheel Wilwood disc brakes and custom headers. Part of the reason for the modern driving experience of the Art Morrison GT Sport chassis is the coilover shocks on all four corners, and the heavy duty short upper and long lower A-arm design which optimizes camber while cornering. The standard GT Sport chassis comes with a highly effective triangulated 4-bar rear end with a Ford 9" differential.

The drivetrain the Johnsons chose for their Vette is GM's Connect and Cruise 430-horsepower LS3 bolted to a 4-speed 4L80 automatic transmission. Interestingly, during Covid components were scarce, and the engine came from Preston Chevrolet in Langley — see their ad on page 69 of this issue — while the transmission came from Duecks in Vancouver. This combo ensures the '60 Vette is both as fast and nimble as a modern car.

For more modern comfort a Vintage Air unit was installed as well as a modern windshield wiper system with all the wires and components hidden. A new Painless wiring harness was used and the car features a hood that opens with a powered actuator. The Johnsons wanted a clean and custom engine compartment, so they had 360 Fabrications remove the latches, wiper motor, heater box and fill in holes no longer needed. The result is a nice, smooth firewall.

The bucket seats, door panels and dash were supplied by Top Flight Automotive/Al Knoch while the carpet came from Auto Custom Carpets. An extra leather hide was ordered to create a custom upholstered trunk. The folks at 360 Fabrications put everything together, includ-





ing installing power locks and Nu-Relics power windows, a security system, a GPS tracker, and a custom Focal Stereo system. The Johnsons wanted the car to maintain its original design, so they used a Bluetooth capable Retro-Sound radio to replicate the original C1 Corvette radio. The centre console houses switches to operate power windows, while the power locks are operated remotely with a fob.

Dakota Digital RTX Direct-Fit gauges were used and though they look stock, they work with the modern LS electronics and also use LED lights so, like in modern cars you can choose the colour of the light emitting from them. Placed throughout the interior, trunk and engine compartment are LED colour-changing courtesy lights.

The beauty of the Ice-Blue paint is that it really allows the coloured light to change the look of the inside of the car.

The Johnsons participated in every aspect of the design of the interior including the middle console which has one cup holder and a custom designed Corvette logo plate that replaces the ashtray. This plate is more than cosmetic, as it doubles as a cell phone holder. Sid's 1965 Vette required a cell phone holder which Daphne was not fond of, so with the help of the team at 360 they came up with the idea to put a magnet behind the custom plate. Now, Daphne's cell phone sits on the plate, creating a clean look while being held firmly in place by the magnet.

In the trunk, there is a custom leather designed panel that holds a lit-up Corvette logo, which illuminates cream and tan leather Steamliner trunk luggage kept in place with custom straps to hold the luggage in position during travel.

As for the Vette's original glass body, it was so badly damaged that both the front and rear clips were replaced with aftermarket pieces. "Ouch," says Sid about the cost of that necessity.

Out back, mini tubs allow for bigger wheels and wider tires while for safety reasons the gas tank was moved from the stock location behind the seats to between the frame rails under the trunk. The gas filler is now in the trunk, with a racing-style gas cap The dry cell battery is relocated from up front to behind the seats where the convertible roof used to be stowed. The electronics were placed under the custom-created storage area that holds a custom-made hat box holder, which contains a Steam Liner Hat box that matches the luggage in the trunk. The car has a hard top but no soft top.

The car was always planned to be blue and white, possibly Luxor Blue but with a pearl fleck. They saw a stunning Pewter Corvette one year at The Barrett Jackson Auction, but they decided to stay with a colour that may have been on a C1 Corvette. They found a standard paint colour at their local supplier, added a bit more pearl and called it Ice Blue. This show-quality paint was covered with four coats of clear and numerous rounds of wet sanding leading to its mirror finish.

The next tough choice was the wheels, which can really make or break a Resto Mod. Originally, the C-1 Corvettes came with 14" wheels with hubcaps which the Johnsons liked, but they wanted a modern take on that classic look. On the Billet Specialties website the Johnsons found their Monterrey wheels replicated the look of the original hubcaps and they chose 18x9" rollers up front and 19x10" at the rear. They aren't off the shelf though, as due to offset and clearance needs they needed to be custom-made to fit. Of course due to Covid it took six months to get them.

For tires, they wanted a modern performance, low profile tires but they also wanted the whitewall look. In the sizes they needed, they aren't readily available but Diamond Back Tires in Conway, SC saved the day. DBT can add a white wall to almost any tire and did so with a set of Sumitomo Z5 tires — 265/40/18 front, 285/35/19 rear.

The project was completed in August of 2024, and this Pro Touring Resto Mod Corvette made its first debut at the Sunshine Valley Car Show, where it won the People's Choice and the Best in Class 1960s award. Shortly after, they entered the car in the Langley Good Times Cruise in where Jimmy Shine picked the car as one of the Top 10 among 2000 cars in the show. From there, they entered the car into the Preston Chev Olds Corvette Show in Langley, BC where it won Best of Show and Best Corvette C1 Class. The final show of the season was the Pharaohs Fort Langley car show, where it won the Sponsor's Choice trophy. The Johnsons maintained a friendship with the previous owner and sent pictures of the restoration process for him to see and they are looking forward to taking him for a ride in this resto-modded beauty.

A lot of smiles and comments have been directed towards this special C1 Corvette. A gentleman walked up to Daphne at the Good Times Cruise In and said, "Don't be offended, but your car is a bit feminine," to which she replied "Why would I be offended? I am a woman, and this is my car." After that she showed him the trunk and hat box compartment, styled with a beautiful hat and a Chanel Scarf, and then opened the powered hood so he could see the gleaming engine. "Wow, this really is a beautiful car," he said.

This was a great start for its first month out of the shop. This extensive restoration took over 2,000 hours to complete and it looks like its was time and money well spent.

Driving, not showing, the car was the main reason for building it and Daphne has literally been thrilled with her C1. "The first time she really put her foot into it, with how fast it is and it has quite the bark....wow...it was very memorable for her," says Sid. We're sure there will be many more good memories while cruising her Vette.

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HOT ROD GIRL

with Nikki Bunn

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The sun is out. The days are longer. The temps are warmer and hot rods are finally getting dusted off and awakened from a long winter's slumber. Cruising and car show season is officially here and shows will be starting very soon...at least on the West Coast.

I love this season. I'm not overheating while sitting in a cab with no AC or insulation. The engine runs beautifully but there is one thing that comes with this season that no one looks forward too and that's dealing with people who don't know our unwritten rules of car show etiquette.

Yep, I'm talking about the strangers who touch our vehicles without permission. We have all experienced this, and I've seen someone let their child hang off my mirror and stand on my box step ignoring the big sign in my window saying "Thou Shalt Not Touch."

Unfortunately, when I was going to approach them, they walked away. I've even heard stories of people lying on top of a car's hood. Thankfully, others started yelling at them to get off. Recently I heard a story about spectators hanging off the bullhorns mounted on the front of another friend's car.

My paint most certainly is not the best but I would like to prevent any avoidable scratches. If you are spectating at a car show and carrying bags or wearing jewelry, always be mindful of how close you are to the vehicles. I've seen people touch my truck with rings on all their fingers. It's painful to witness.

Best practice when walking around a meet or show is to keep your hands to yourself and always be situationally aware. We have to look out for each other and our rides. We need to make it clear that it is unacceptable, even if it's not our car.

The trouble is, putting an end to this is probably mission impossible. But, we can start by teaching future hot rodders and car enthusiasts good habits. Something not impossible is being a responsible hot rodder who obeys the laws of the road. Don't get me wrong, I love to show off a little when coming and going from meets. I like revving the engine, blasting my "ooga" horn or getting up to speed quickly. That being said, I've attended shows where street racing happens right out front, on the busy road. Inevitably police then show up and it gets shut down and in some cases the show gets shut down permanently. Don't be that person.

I am in full support of having a legal burnout box at shows because it's been my experience that when a show has a burnout box, there are fewer issues with people roasting tires on the street. Of course it is even better if there is access to an 1/8th mile or 1/4 mile tack.

Our speedways, car shows and cruise nights are getting shut down or being discontinued for many reasons, so if there is one that you enjoy and would hate to see go away keep the fancy driving away from the event. Maybe even offer to volunteer so the same people aren't doing it year after year.

These are just a few reminders and tips as this awesome season fires up. We all love cruising, going to car meets and epic shows. Don't ruin it for the rest of us.

As always, keep safe and cruise on. This is Nikki Bunn peelin out.

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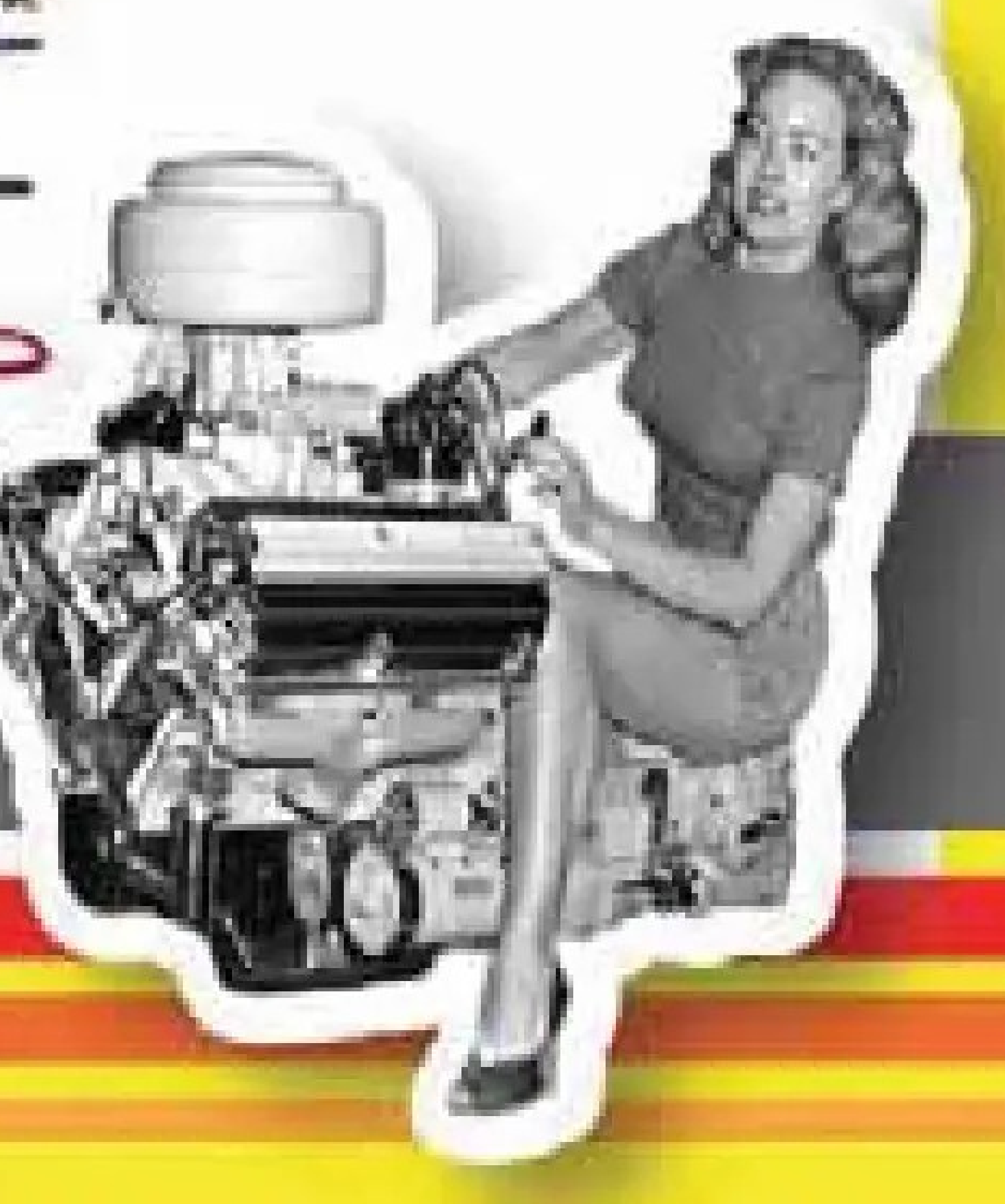

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